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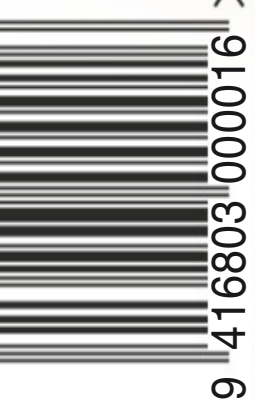
# New Zealand Classic Car



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ISSN 1170-9332

#### SUBSCRIPTIONS

One year (12 issues), \$98

Two years (24 issues), \$169

Australia (one year), NZ\$185

Rest of the world (one year), NZ\$285

ONLINE magstore.nz

EMAIL subs@parkside.co.nz

PHONE 0800 727 574

MAIL New Zealand Classic Car magazine subscriptions,  
Freepost 3721, PO Box 46020, Herne Bay, Auckland 1147



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1964 Ford Anglia Deluxe

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# IT'S BEGINNING TO COST A LOT LIKE CHRISTMAS

By the time you open these pages, Christmas will be mere weeks away. As always, the build-up to the festive season can be a stressful time for everyone. Leaving everything to the last minute seems to be the norm — for most of us, anyway — despite our best intentions not to make the same mistake again. Our minds clog up with last-minute work details; selecting gifts for family, friends, and loved ones; Christmas and holiday plans; and what to do with the cat, not to mention the traffic getting worse every year and shopping malls overflowing with desperate last-minute shoppers — well, we feel your pain and we're here to help. Take a moment or two to take a deep breath, relax, and thumb through the pages of this special holiday issue.

It's probably fair to say that most Kiwis have a soft spot for Ford's trusty little Anglia. Everybody seems to have owned an Anglia or known someone who has.



Our featured gem, and cover car, harks from the deep south and is a much-loved family member. Despite the car's pristine appearance, the Saxton family have completed some impressive trips and summer holidays around the South Island in it, often using roads some of us might be wary of tackling in a four-wheel drive.

The Ford Anglia 105E marked the start of a brave new world for Ford of Britain. It was so popular that it would go on to be a million seller by the time production ended in 1968 to make way for the Mk1 Escort. According to Ford at the time, the Anglia was the "dream car you'll learn to love for the thrill of sheer pleasure".

On debut in 1959 the Brits went crazy over this rakish-looking rival of the Morris Minor. With its reliable, high-revving, overhead-valve engine and Ford's first four-speed gearbox, the quirky yet capable Anglia 105E would go on to be one of the most recognizable shapes of all time.

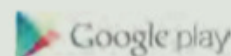
This year has been one of mixed blessings for me. The good news is that my health is steadily improving and I'm looking forward to taking a few weeks off at Christmas to escape the deadlines and recharge the batteries.

Finally, on behalf of the entire New Zealand Classic Car and Parkside Media team, I would like to wish all our loyal readers, advertisers, and contributors a very Merry Christmas and a joyous New Year. Drive safely over the holiday season, and I look forward to catching up with you next year.

Ashley Webb  
Editor

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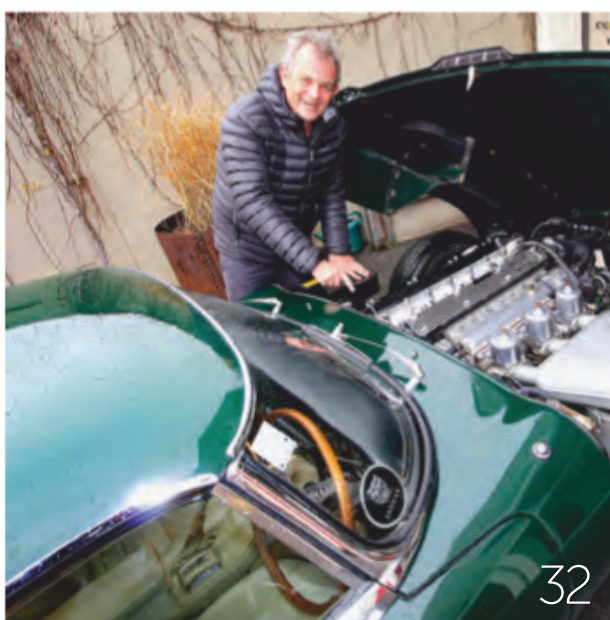
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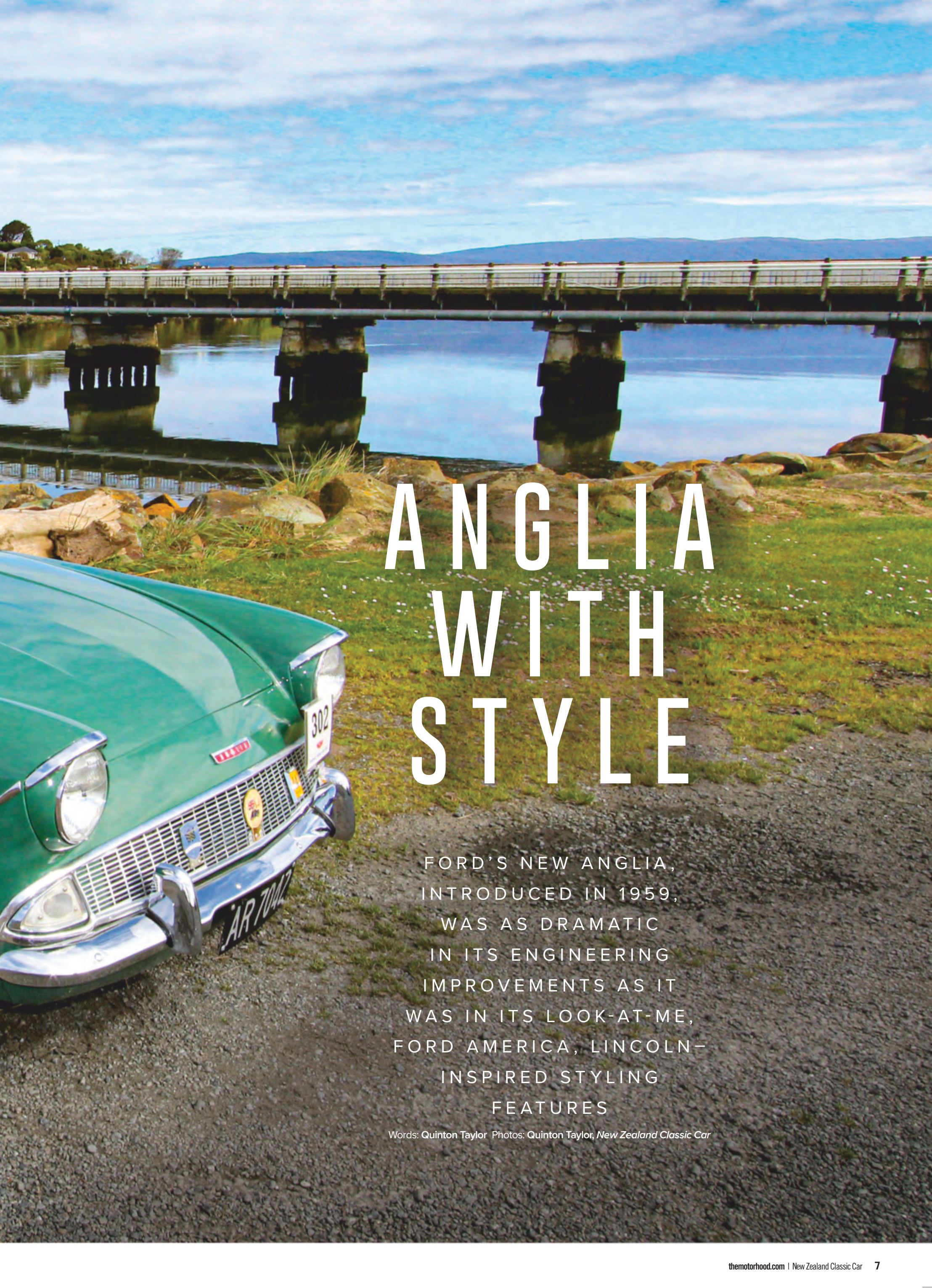


# FEATURE

1964 Ford Anglia Deluxe







# ANGLIA WITH STYLE

FORD'S NEW ANGLIA,  
INTRODUCED IN 1959,  
WAS AS DRAMATIC  
IN ITS ENGINEERING  
IMPROVEMENTS AS IT  
WAS IN ITS LOOK-AT-ME,  
FORD AMERICA, LINCOLN-  
INSPIRED STYLING  
FEATURES

Words: Quinton Taylor Photos: Quinton Taylor, *New Zealand Classic Car*





For style-starved Britain of the 1950s, the Ford Anglia was a breath of fresh air and the basis of Ford's competition heritage. The new Anglia introduced a free-revving 997cc engine, delightfully easy-to-use gearbox, and nimble handling. It seated four adults and their luggage with ease. The Anglia's sales success meant Ford broke production records with it at levels not achieved again until the arrival of the Cortina.

The standard Anglia was available in 12 new colours, and customers opting for the higher spec Super could choose a different-coloured side stripe. Ford's 'Z' back window gave the car a distinctive look, and it's interesting to compare it with the Michelotti-styled Ford Anglia Torino built in Turin by Officine Stampaggi Industriali (OSI) for Ford Italy using mostly Ford 105E running gear.

It was no surprise that tuning shops sprang up almost overnight as owners modified their cars and the little Fords battled with the new Mini on the racetrack.

Ford advertised the Anglia as a sporty car and further

modifications were easily achieved. These included full synchromesh on the four-speed gearbox, brake upgrades, and uprated suspension. The 1962 Anglia Super was fitted with the Cortina's 1198cc engine, adding to the flavour.

During its lifetime, the Anglia underwent a number of improvements, but it was on the racetrack that the little car underwent some amazing changes. From V8 and either 1600cc four-cylinder pushrod or Lotus twin-cam engine conversions to wild Ferrari-like bread-van fastback body styling, there was no mistaking the iconic 'Anglebox'. Many still compete on racetracks in New Zealand, especially in Pre-'65s series and increasingly in Central Muscle Cars (CMC) categories.

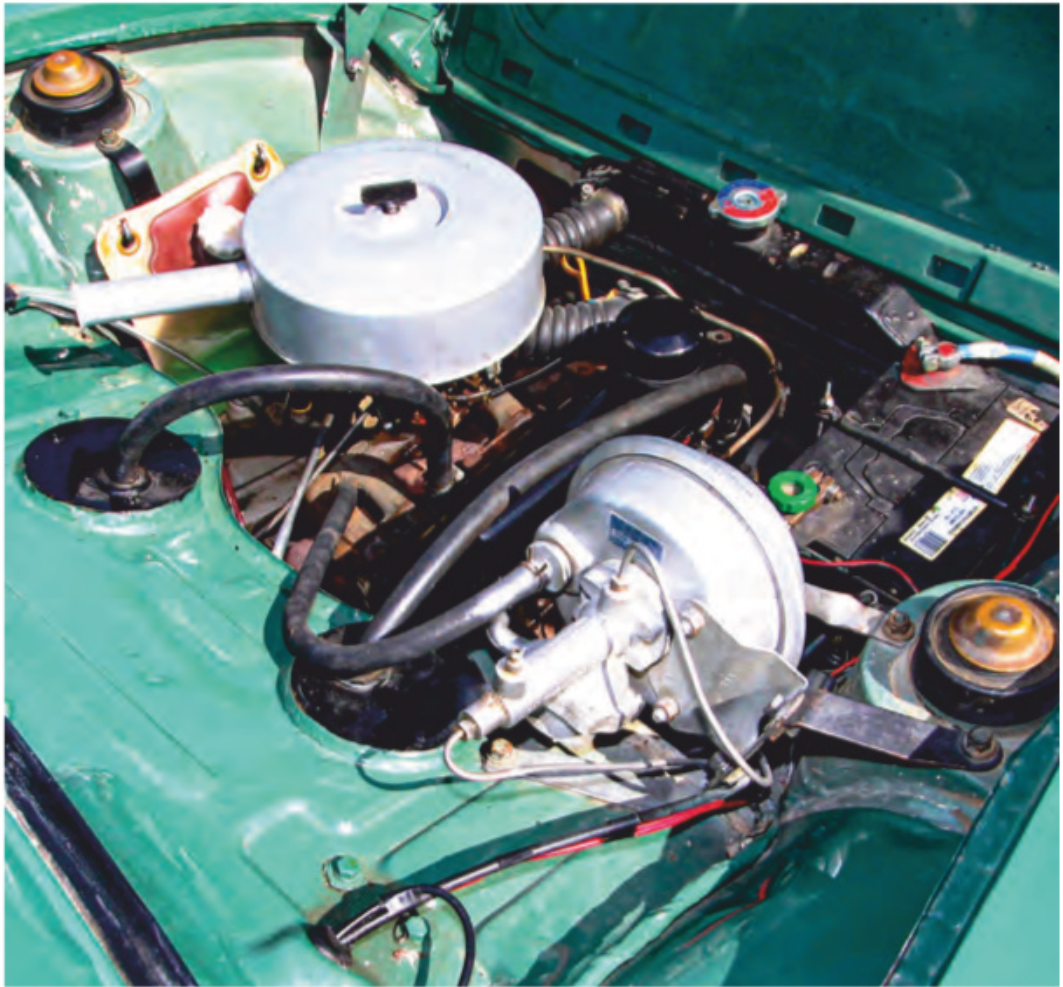
### A work in progress

In recent weeks, we have had the pleasure of meeting two Southland classic car enthusiasts who are enjoying Ford Anglia ownership. Both own New Zealand-assembled cars: one an early example and the second one of the very last. The latter's owner, John Tait, thinks that it may possibly have been assembled





The Anglia's sales success meant Ford broke production records with it at levels not achieved again until the arrival of the Cortina



1964 FORD ANGLIA DELUXE

|                 |                                                                                                                                                      |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| BODY STYLES     | Two-door saloon, three-door estate, two-door panel van                                                                                               |
| ENGINE          | Ford in-line four-cylinder                                                                                                                           |
| CAPACITY        | 997cc                                                                                                                                                |
| BORE/STROKE     | 80.96mm/48.41mm                                                                                                                                      |
| VALVES          | Overhead — two per cylinder                                                                                                                          |
| COMP. RATIO     | 8.9:1                                                                                                                                                |
| MAX POWER       | 39bhp (29.1kW) at 5000rpm                                                                                                                            |
| MAX TORQUE      | 75Nm at 2700rpm                                                                                                                                      |
| TRANSMISSION    | Four-speed manual with synchromesh                                                                                                                   |
| SUSPENSION, F/R | McPherson-strut with coils, linked by an anti-roll bar / Solid differential mounted on semi-elliptic dual leaf springs, lever-action shock absorbers |
| BRAKES, F/R     | Drum/Drum                                                                                                                                            |
| STEERING        | Worm-and-peg                                                                                                                                         |
| DIMENSIONS:     |                                                                                                                                                      |
| WHEELBASE       | 2299mm                                                                                                                                               |
| WIDTH           | 1422mm                                                                                                                                               |
| LENGTH          | 3912mm                                                                                                                                               |
| HEIGHT          | 1422mm                                                                                                                                               |
| CURB WEIGHT     | 737kg                                                                                                                                                |
| PERFORMANCE:    |                                                                                                                                                      |
| TOP SPEED       | 73.8mph (118.8kph)                                                                                                                                   |
| 0-60MPH (97KPH) | 26.9 seconds                                                                                                                                         |





## SAFE IN THE MUSEUM

Invercargill pensioner John Tait and his late wife Ann enjoyed many trips in their Ford Anglia Deluxe over the years. It was also their daily transport. Coincidentally, John's car was purchased from Riverton, not far from where Winston's Ford Anglia now resides in Thornbury.

"I bought the car off a chap in Riverton on 1 March 1997, and I think I am the seventh owner of it. It was first registered in Blenheim on 1 March 1967 to a Geoffrey Marfell," John explains.

A truck driver for many years, John spent 13 years driving for Southern Transport, which was started by Southland truck collector Bill Richardson, whose collection now forms the basis of Bill Richardson Transport World.

The recorded mileage of John's Anglia is thought to be somewhere over 160,000km, but the speedometer seems to have developed a life of its own at some stage — which seems fitting for a car the personalized plate 'THLMA'.

"It must be one of the last New Zealand-assembled Anglias and was probably coming down the assembly line alongside the new Ford Escort when they were building up stocks to sell," John muses.

In the past few years since he retired, John has driven trucks part time. He has also been a volunteer at

Transport World for some years.

"I was having a bit of trouble with the car, and they told me to bring it in and they would see what was wrong with it. It was mainly the driver's door, and there was a bit of rust here and there," he says.

THLMA returned with not only the door fixed but also a new paint job and the rust removed! Split seat material sections had been repaired and the car had been generally tidied, much to John's surprise.

The little car was regularly used on outings such as the British Car Club's run every second Sunday of the month. In 2005, John and Ann took it on the Anglia New Zealand Owners Club run from Picton, travelling down the West Coast and through to Milford.

"We've been three times around the South Island in it. I still haven't had to touch the engine. It's only 997cc, and it did get one of those New Zealand-made heaters fitted to it," says John.

At the time of the official opening of Bill Richardson Transport World's new museum building a couple of years ago, collections manager Graeme Williams suggested to John that he loan THLMA to be displayed at the opening.

"Unfortunately, I had to tell Graeme that THLMA's clutch

had failed, so they arrived with a salvage trailer and picked it up and later brought it back with the clutch and the brakes done!"

Ann has since passed away, and with John's failing sight THLMA now remains full-time on display at Transport World.

John celebrated his 80th birthday on 20 January 2019, and his four sons arranged a special treat to celebrate the occasion with friends and other members of the family.

"One of the boys picked up THLMA and then drove me to the birthday celebration at the Marist Rugby Football Club rooms. It was great riding in her again," John says.



alongside the new Ford Escort introduced in 1968. Both cars are well looked after and, unusually, in near unmodified condition.

Winston Saxton's '64 Ford Anglia Deluxe is a car he and his wife Linda enjoy driving. He happily describes it as "a work in progress" following a steady list of improvements not only to preserve the car but also to improve its safety.

"We think we are the fourth owners of the car. The guy I bought it off was Stewart Littlejohn of Bluff. His sister-in-law had owned it for something like 30 years. It's one of those 'a lady goes to church on Sundays and gives it a wash down before putting it away for the next week' sort of cars," Winston explains.

Well looked after, it was during that lady's

ownership that the little car was transformed with a change of colour.

"It was originally white and she didn't like white. She thought sea air and white cars don't go that well together so she had it painted green," states its current owner.

Despite using Ford tractors on the family farm at Thornbury, west of Invercargill, Winston and Linda were unable to buy a new Ford Anglia. The search for a suitable car in good condition continued for some time until the pair eventually gave up. Then, many years later, an engineering friend in Invercargill put Winston on to a possible car for sale.

"Gordon Hoffman told me Stewart Littleton in Bluff had one and it was for sale," he says.

A phone call and subsequent offer over the phone proved to be unsuccessful. Winston





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Light and airy, tail fins and cutback rear window, very 60s, very successful

explained he was genuinely interested in the car and an arrangement was made to inspect it.

"He suggested a price; it looked all right to me, and the deal was done. We also became very good friends," Winston tells us.

That was in September 1998. The Anglia had a bump or two but was otherwise in great shape. It needed a little TLC, but they kept the Ford green it had been repainted in with a slightly lighter Ford green on the roof.

"It was registered and warranted. We had it repainted just before the international rally in Invercargill. The grille wasn't right, so we got a proper grille for it and tidied it up," Winston says.

The Anglia's actual mileage is something of a mystery, as the original speedometer has been replaced at some time, but the car is still running its completely stock 997cc engine.

"It goes well and doesn't burn any oil. The only modification I've done is because, like a lot of Fords, it has poor brakes. I've fitted a PBR brake booster and that's certainly given it brakes. It ticks along very well at 55–60mph [89–97kph]. It's got all the power you really need for a car of that type, and for miles per gallon it's excellent," says Winston.

Like the rest of the car, the interior is in great



## FORD ANGLIA HISTORY

The fourth in a line of Ford Anglia designs dating back to 1939, the 105E model ushered in a number of innovative features for Ford small cars with its US-influenced styling features, most noticeably the rearwards-sloping back windscreen. The latter was a feature copied in Ford's Consul 315 and by a number of other car makes such as Citroën with its Ami, Mazda with its Carol 600, Suzuki with an early Ignis, Bond, and Reliant.

The '105E' designation also meant a new long-overdue motor in the form of the Kent in-line four-cylinder overhead-valve engine. With its very over-square dimensions, strong cylinder block, and five-bearing crankshaft, it wasn't long before the little rev-happy car hit the racetrack with all sorts of modifications, especially later as the engine underwent capacity increases.

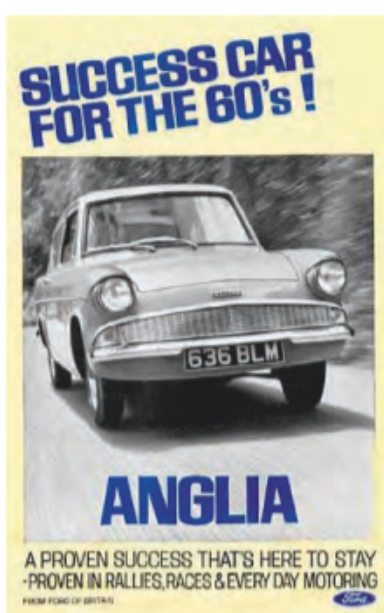
There was also a new four-speed gearbox with synchromesh on the three upper ratios and full synchromesh from 1962. Gone were the awful vacuum-operated wipers; the new electric units were a big improvement. Instrumentation was still very basic, with just a fuel gauge and speedometer with warning lights for oil pressure, high beam, and generator.

The Anglia was launched at a time when new British models, such as the Austin/Morris Mini and the Triumph Herald, were also entering the market. Sales were good, and the Anglia was well received. It set a new yearly production record for Ford at its Dagenham plant in 1960, with 191,752 cars leaving the plant in the first full production year. Production moved to Ford's new Halewood plant in 1963.

So popular was the Anglia in South Africa that it was assembled alongside the new Ford Escort well into 1968, similar to what happened in New Zealand assembly.

In 1962, the Anglia took on the version of the engine fitted to the Ford Cortina and the 1198cc version became the Anglia Super, usually distinguished by the different-coloured body side stripe. The 100E shape remained in production as the new Ford Prefect 107E, along with Escort and Squire Estate models available until 1962 when the Anglia Estate was introduced. There were also 'Thames'-badged 5cwt (254kg) and 7cwt (356kg) (with the weights referring to maximum load weights) vans until 1965, when the 'Thames' name was dropped and all were marketed as Anglia vans. The total number of vans produced up to 1967 was 205,001.

Who would have thought that, out of all the popular Fords, the Anglia would become a star? It became a very stylish prop in *Harry Potter and the Chamber of Secrets*, with Ron Weasley and Harry flying back to school in one, having missed the Hogwarts Express!



**Above:** An Anglia on its way to Monte Carlo in 1961

**Below:** The estate version was also very popular



condition; it has been carefully tidied, with any wear and tear repaired.

"A guy told me what paint to use to do the headlining. It was a New Zealand-assembled car and they got a bit carried away with the glue brush — there was a bit of surplus going where it wasn't meant to. After I masked it all up, it came up like new," says Winston.

### Back on the road

This is not a car that has been cosseted in a warm, dry garage and done only short trips. Since the Saxtons have owned it, they have completed some impressive trips around the South Island, often using roads that some of us might be apprehensive about taking a four-wheel-drive vehicle on.

"We've done one or two trips to Nelson on Easter [Vintage Car Club] rallies, and a trip to Greymouth via a few back roads," Winston explains.

After one trip to Nelson, a bad vibration in the car started after they left Hanmer Springs. They pressed on, travelling through Wanaka and eventually arriving home to a surprise: "We jacked her up and found a universal joint had gone on the driveshaft. That could have been a bit tricky. We replaced the driveshaft and no trouble since. You never know what's going on underneath, do you?"

Winston recalls with amusement tackling the Nevis Valley in the Anglia, a route that is normally the realm of 4x4 vehicles.





“Yep, it’s been through the Nevis. We did an autumn trip through there. We went through the next day to Cromwell, back out through Bannockburn, through the Transmission Line Road, and on to Lookout Point at Clyde, so we have done a few runs in it,” he says.

For those who don’t know the old goldfield’s route, taking a road car through it requires one set of wheels to ride the highest point of the deep ruts, straddling them to avoid bottoming the car. Deep snow often makes the area impassable in winter — and then there is the mud.

Winston also remembers a memorable event on one trip to Greymouth, which had some interesting moments for Linda.

“I had been doing a building job at home and whilst climbing off the tractor my son was driving, I fell and half wrecked my shoulder. I told Linda I wouldn’t be driving much. We went out to the

racecourse for the photo shoot and gymkhana. I said I couldn’t drive, so Linda took off on the gymkhana. There was another woman driving her car, and they ended up racing each other. I thought we might get in trouble,” he laughs.

A keen tractor enthusiast and member of the Thornbury Vintage Tractor Club, Winston more often travels on tractor treks nowadays, while the Anglia gets used for occasional weekend runs and events such as the Southland Vintage Car Club’s Easter Rally.

Back in the day, Winston raced Minis at Teretonga Park Raceway, and for 10 years was chief flag marshal for the Southland Sports Car Club. He also completed a stint of 40 years in the local volunteer fire brigade.

“You enjoy doing these things, but there comes a time to take it a bit slower. It’s all about the people you meet,” Winston muses. ■





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## FEATURE

2015 Ford GT40 replica

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AND EVEN THE MIGHTY FORD MOTOR COMPANY  
ALL WENT ALONG WITH IT

# THE NAME THAT SAYS

Words: Terry Cobham Photos: Strong Style Photo







# IT ALL

If you want to buy a genuine factory Ford GT40 racer today you'd better be willing to spend about US\$10M or more. If you want to buy one with an impressive provenance, be prepared to spend even more than that. If you want to buy one that actually won twice at Le Mans, won five other major races, and was piloted by some of the royalty of motor racing, including six-times Le Mans winner Jackie Ickx, you're venturing into the realms of the impossible.

So, accepting that owning one of these cars in this part of the world is not readily achievable — after all, only about 50 GT40s were made — the next best thing is to own a replica.

### A replica with a story

Of course the word 'replica' can mean different things to different people. In this case, we are talking about a replica that is as close as is reasonable to an original car. This is very definitely not an approximate fibreglass body on top of a Beetle platform; oh no, the work that has gone into creating this car is probably comparable to that required for one of the originals. Actually, the story goes that the first Mk1 GT40 was built in seven months; our feature-car build process took considerably longer.

The GT40 was a development of an existing Lola Mk6, which had been designed by Eric Bradley of Lola. That car already used the Ford engine and was chosen by Ford in no small way for that reason. The company, which at that time was in dire straits, had set up the GT40 programme to try to capture the obvious benefits of winning the prestigious race in the west of France.

### Back to the beginning

The story of the GT40 is often told. Ford was smarting from an unsuccessful attempt to buy Ferrari. Carroll Shelby had already won at Le Mans in 1959 as a driver for Aston Martin but had been turned down by Ferrari as a driver. He was suffering from the same bruised ego as Henry Ford II. Now, with Shelby's proven car-building skills and all the hubris and money Ford could invest, they set out together to capture the crown. This involved knocking Ferrari, the immediate-past three-time outright Le Mans winner, from the top spot of the podium.

It was to prove an immensely expensive undertaking for Ford. To quote Shelby, money was poured into this project "like never before or since". Carroll Shelby often told the story of Henry Ford II's reply to his question on the budget available to build a car capable of winning at Le Mans. Ford apparently referred to a sign on his desk, which read, "Ford wins at Le Mans in 66", and left his answer at that. Shelby asked that question in '65.





The film *Ford v Ferrari*, which is currently showing, gives a pretty good account of just how these cars came to be. Maybe ego played a bigger role in this than in most, but then probably virtually every car ever built is, to some degree, an extension of its builder's ego.

### English heritage

Lola in the UK was contracted to create a car that could do the trick; this was under the name of 'Ford Advanced Vehicles' (FAV). It used its previously successful Lola Mk6 as the base. This car initially showed potential but it was only after American Carroll Shelby took over the development that it started to win.

The 1964 GT40 caused a stir; it was a winner in looks alone. The Ferraris were all paparazzi photos of Sophia Loren on the beach, but the GT40 was all Steve McQueen doing the limbo. As a racing car, the GT40 very quickly

made the point that its performance was as good as its looks.

### American know-how

The story of the car has a certain reverse process about it. The Mk1 was powered by a 4.7-litre Ford Windsor-based engine, but Carroll Shelby, who said that "nothing ever went fast enough", found that the seven-litre Ford engine could be squeezed into the same engine space. New versions of the car were then built in the US, and it was with these Mk2 versions that Ford and Shelby managed their first major results.

The first two years at Le Mans, '64 and '65, were disappointing; none of the Mk1 GT40s finished. However, by 1966 they had changed team management several times and the cars were sorted. The 4.7-litre Mk1 had evolved into a seven-litre Mk2 and speeds were now up above the 200mph (322kph) mark along the Mulsanne Straight.



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## Who really won in '66?

A large contingent of 15 GT40s was on the grid for the 1966 race. Ford had by now failed two years in a row, and Ferrari had won twice more. This time things were different. Ford's unlimited budget paid dividends. The Mk2 GT40s were three seconds per lap faster than the Ferraris. Bruce McLaren and Chris Amon then won in strange circumstances. Carroll Shelby would usually refer to his friend Ken Miles as the winner of that race. Miles' co-driver for that race was Denny Hulme. As it happened, that pair were awarded second place. Another Ford GT40 took third place to make it an all-Ford podium that year and afford the opportunity for the famous photograph. This began a Le Mans domination for the marque that lasted until 1969 — four consecutive outright wins for the brand.

## All-American Mk4

The following year, Ford won again with the Mk4, the first all-American-built car to win any major race in Europe since 1921. A Mk3 was built as a road car but only seven were ever finished. By 1968, rules had changed and the monstrous seven-litre motors were outlawed. This favoured a return to the now two-year-old Mk1 with its 4.7-litre Ford Gurney Weslake motor.

Ford US pulled back and management was handed to the English-based team of John Wyer. Wyer had enjoyed success as a team manager, winning at Le Mans in 1959 with Shelby as a driver, and he had also been instrumental in the establishment and running of the FAV operation out of the UK.

## Back in Britain

In 1968, a now 4.9-litre Mk1 won Le Mans. The car wore Gulf colours, the number nine, and was driven by Pedro Rodríguez and Lucien Bianchi. Both these drivers were to die in racing accidents. The same car, now wearing the number six, returned in 1969 and won again, this time driven by Jacky Ickx and Jackie Oliver.

## A replica or a tribute?

So what better car to recreate than the Gulf-sponsored Mk1 GT40? Shane Helms, owner of the featured car, has finished what others started. The car was bought as a kit from Gelscoe Motorsport in the UK in 1991 or 1992. Various people owned and made progress with it, but it wasn't until 2015 that it was passed by the Low Volume Vehicle Technical Association (LVVTA) as road legal.

This is in every sense a worthy replica of the real thing. The Gulf colours are perhaps the most famous

The original Mk1 GT40 that this car is modelled on is reputedly insured for \$100 million. Some of the detail below emulates the details of that car, the period correct moto-Lita steering wheel, the 'bunch of snakes' exhaust, the aluminium vent panel. Note the right hand drive position and right hand gear change.







This is in every sense a worthy replica of the real thing. The Gulf colours are perhaps the most famous and evocative livery that these cars ever wore, even for a New Zealander







This truly is a thing of beauty both inside and out; a car that carries the ghosts of so many past *pilotes*

and evocative livery that these cars ever wore, even for a New Zealander. The original Gurney Weslake Ford engine is replaced by a Ford 351 Boss. This is not just any 351 Boss, though; it has all the carburettors and the catch tray above it that you'd expect to see, and the 'bundle-of-snakes' exhaust is hugely impressive. The transaxle system looks as if it has come straight from one of the Le Mans-winning cars. On the outside, the fibreglass panels are recognized by experts as very accurate renditions, as are all the inserts, wheels, and any other immediately visible accoutrement.

The cockpit has all the flavour of a racing sports car that is more than 50 years old, and everything that that represents: the Moto-Lita steering wheel, the array of Smith gauges, the gear-change knob mounted just to the right of the right-hand, original-parachute-material driver's seat. This truly is a thing of beauty both inside and out; a car that carries the ghosts of so many past *pilotes*.

To build a replica that pays tribute to a car that speaks of so much is a great idea. It is a car that here in New Zealand is associated with the names of McLaren, Amon, and Hulme, and, regardless of which of the various truths one believes, three of the first four drivers to cross the line at Le Mans in 1966 were Kiwis, the fourth was an Englishman, and only the brand on the car was American.

This is a car associated with an era when it seemed drivers were expendable; a car that with the right drivers could circulate in all weathers, and usually did, for 24 hours on a circuit largely made up of public roads in the Sarthe region of France. Every three-and-a-half minutes, car and driver would exceed 200mph down the Mulsanne Straight before braking to a virtual stop for the brutal corner at the end. The driver changed gear about 62 times per lap and the gearbox had to put up with that for the 24 hours. These cars were truly epic, and Shane Helms' stunning GT40 takes you back to those times. ■





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# A Born Racer



**A**t the 1989 Tokyo Auto Show, Nissan unveiled its latest creation: the BNR32 Nissan Skyline GT-R, which single-handedly stunned the entire motoring world by changing forever the concept of what affordable high performance meant.

The R32 GT-R — nicknamed ‘Godzilla’ by Australian media after it dominated Australian touring car racing — is the top of the line R32 Skyline and is a very capable machine even to this day. This giant-killer has amassed a huge international following and an even bigger place in automotive history.

Many of us will remember the 1991 Bathurst 1000 when Jim Richards and Mark Skaife piloted their Nissan GT-R R32 to a top podium finish in record time. It was the first Japanese car to win Bathurst, and nothing else stood a chance against the 447kW

turbocharged, all-wheel-drive (AWD) monster. Richards also went on to claim the 1991 Australian Touring Car Championship (ATCC).

The following year was not a year to remember. The GT-R was made to carry an extra 100kg of weight to slow it down, while local hero, and Ford man, Dick Johnson claimed pole for the 1000km race in his Ford Sierra RS500. After 145 of the 161 laps, the Blue Oval fans were convinced of a win after the leading Skyline crashed into the wall then slid off at Forrest’s Elbow. What the Ford fans hadn’t realized was that the rules meant the race had to be wound back to the previous completed lap, then another due to the number of crashed cars, resulting in another victory for the Richards/Skaife duo in their GT-R R32.

Unfortunately, the prize-giving was less than ceremonious as disgruntled Ford fans booed Richards





NISSAN'S GT-R IS ONE OF THE MOST ICONIC  
PERFORMANCE CARS OF ALL TIME, BELOVED BY  
TUNERS, RACING DRIVERS, AND AUTO FANS ALIKE

Words: Ashley Webb Photographs: Strong Style Photo

and Skaife as they took to the podium. After receiving the distressing news that his good friend and fellow Kiwi racer Denny Hulme had died after suffering a heart attack on lap 33, Richards delivered that infamous victory speech that we can remember vividly: “This is bloody disgraceful. I’ll keep racing but I tell you what, this is going to remain with me for a long time. You’re a pack of arseholes.”

Godzilla had monstered the competition, prompting the ruling bodies to change the competition rules. The Skyline GT-R had certainly made its mark.

It was during this time that plans were put in place in Australian motor sport to create the V8 Supercars competition, which would favour the domestically produced GM Holden and Ford cars that had previously carved out a legend for themselves at Bathurst’s Mount Panorama.

Godzilla’s list of accomplishments is impressive, to say the least. It completely dominated all competitors in Group A Series racing, winning 29 consecutive races in the Japanese Touring Car Championship (JTCC) plus three consecutive championships in the ATCC, as well as the unofficial lap record for a production car at the world-famous Nürburgring. This remarkable success is part of the reason the Skyline R32 GT-R has such a strong, cult-like following among serious car enthusiasts around the world.

### From the ground up

The Skyline model traces its roots back to the Nissan coupé of the early 1970s. A race-bred version of this model was built and called the ‘GT-R’. Thirteen years later, in 1989, Nissan revived the Skyline GT-R, designing it from the ground up with the rule book for





The R32's RB26DETT was capable of producing huge power and as such was strangled with restrictive intake and exhaust tracts and low boost pressure levels to reduce power levels as low as possible

Group A racing in the hands of a design team led by chief engineer Naganori Ito. The purpose-built GT-R, E-BNR32 chassis, known as the 'R32', was created with one thing in mind: to dominate touring car racing in Japan and Australia. This new 2.6-litre four-wheel-drive concept was put into production as the 'R32 Nissan Skyline GT-R'. Initial production of the car was the required 510 to allow for homologation starting on 22 May 1989.

A successful debut and positive press publicity created a heavy demand for the car. Nissan began its unlimited production run in August that year before campaigning for Group A racing in 1990. Due to strict homologation rules, Nissan was required to sell a series of the Skyline GT-R that accurately reflected the car Nissan used in Group A racing. This series was called the Skyline GT-R 'Nismo' edition. In total, 560 cars were built as required, which allowed for the homologation of several aerodynamic changes used in Group A racing, including additional ducts in the front bumper to improve airflow to the intercooler, a bonnet-lip spoiler to direct more air into the engine bay, and an additional boot-lip spoiler to provide more downforce. The Nismo GT-R was only available in Gunmetal Grey.







### 1991 NISSAN R32 SKYLINE GT-R N1

|                       |                                                      |
|-----------------------|------------------------------------------------------|
| ENGINE                | Water-cooled RB26DETT in-line-six                    |
| CAPACITY              | 2568cc                                               |
| BORE/STROKE           | 86mm/73.7mm                                          |
| VALVES                | Four per cylinder, DOHC                              |
| FUEL SYSTEM           | Twin Garrett M24 turbochargers with ceramic impeller |
| COMP. RATIO           | 8.5:1                                                |
| MAX POWER             | 208.8kW at 6800rpm                                   |
| MAX TORQUE            | 353Nm at 4400rpm                                     |
| TRANSMISSION          | Five-speed manual with overdrive                     |
| SUSPENSION, F/R       | Multi-link/Multi-link                                |
| BRAKES, F/R           | Ventilated-disc                                      |
| STEERING              | Power-assisted rack-and-pinion                       |
| DIMENSIONS:           |                                                      |
| WHEELBASE             | 2615mm                                               |
| WIDTH                 | 1755mm                                               |
| LENGTH                | 4545mm                                               |
| HEIGHT                | 1340mm                                               |
| CURB WEIGHT           | 1430kg                                               |
| PERFORMANCE:          |                                                      |
| TOP SPEED             | 180kph                                               |
| 0-97KPH               | 5.6 seconds                                          |
| STANDING QUARTER-MILE | 13.9 seconds                                         |



Despite all the restrictions, the road-going GT-R still pumped out in excess of 245kW



### Advanced technology

Nissan introduced new heights of sophistication in its new flagship performance car as the Skyline R32 GT-R showcased some of the company's most advanced technology. Beneath the bonnet lurked a new 2.6-litre double-overhead-camshaft (DOHC) in-line-six engine boasting two ceramic turbos. Nissan's engineers relied on all their motor sports know-how to build this impressive engine, using special exhaust valves, throttle, and a reinforced cylinder block. Maximum power output was restricted to comply with Japan's federalized limit of 206kW. At that time Japanese manufacturers had an informal power-limit agreement stating that no road car producing in excess of 206kW at the flywheel should be sold. The R32's RB26DETT was capable of producing huge power and as such was strangled with restrictive intake and exhaust tracts and low boost pressure levels to reduce power levels as low as possible. Despite all the restrictions, the road-going GT-R still pumped out in excess of 245kW, so Nissan infamously resorted to being untruthful about the power to get its new world-beater into the showrooms and out onto the street. The silver lining for anyone with the urge to unleash the beast was that they only needed to reverse the choked nature by

way of a few minor modifications to have themselves a seriously quick car.

Like the Porsche 959, the R32 used an immensely complex system to distribute power to all four wheels via Nissan's race-tuned AWD system, called the 'ATTESA E-TS' (advanced total traction engineering system for all-terrain with electronic torque split), which incorporated a five-speed transmission, limited-slip differential (LSD), multi-plate clutch, and hydraulic unit. In normal road-going conditions, the power distribution was primarily to the rear wheels until the power was such that they could not grip, at which time the extra power was sent to the front wheels, thus maintaining traction on all wheels. The GT-R's wheel arches were flared to accommodate the wider wheels and tyres, the intercooler was enlarged to cope with the increased turbocharger temperatures, and the car was strategically lightened with aluminium front guards and bonnet.

As the GT-R was a road-going high-performance car, the seats were made more supportive both for comfortable touring and for comfortable support during enthusiastic cornering.

When it came to handling performance, the R32 surpassed its rivals in no uncertain terms.





## Larry's car underwent some intensive restoration work in Japan and to his knowledge is factory correct in every way

The sophisticated suspension package included a multi-link suspension set-up that underpinned the car by combining a lateral link, a trailing strut, and a diagonal upper control link. In the braking department the GT-R was well equipped too. Ventilated discs, measuring 297mm in diameter up front and 296mm out back, were clamped by four-piston and two-piston aluminium calipers, respectively. That was not all. A rear-wheel steering system, or 'HICAS' (High Capacity Actively Controlled Steering) meant that the rear wheels could turn in the same as the fronts or the opposite direction, aiding low-speed manoeuvrability and high-speed stability, respectively.

To celebrate the success of the GT-R in both Group N and Group A racing, Nissan built 1396 Skyline GT-R V. Spec (Victory Specification) cars in early 1993. Finally, on 14 February 1994, the Skyline GT-R V. Spec II was released, with only 1306 cars being built.

### Rarest of them all

In the summer of 1991 Nissan built 118 GT-R N1s — as featured — a further 64 V. Spec N1s in 1993, and 63 V. Spec II N1s in 1994 to homologate the car for Japan's N1 racing series. These are the rarest R32 GT-Rs. What makes the N1 so exclusive is that it was factory

built as a lightweight performance car.

Larry Barnett, owner of our featured 1991 Nissan R32 Skyline GT-R N1, has owned a few Nissan R32 Skyline GT-Rs over the years and when the opportunity came to park an N1 next to his current 1993 Nissan R32 Skyline GT-R V. Spec, he couldn't resist the temptation to own such a rare and exciting car.

Larry purchased the N1 from a friend, Lucas Davidson, in 2017. Lucas, an avid Nissan R32 GT-R enthusiast, had been searching for an N1 for some time before eventually coming across one for sale in Japan. He'd previously heard about this car and decided a trip to Japan was necessary to check it out in person.

In conjunction with a dealer in Japan, a Japanese agent was commissioned to transport the car to GT-R specialist Garage Yoshida in Osaka, so that Lucas and his father could view the car. At that time Garage Yoshida was located way out in the countryside among rice paddy fields. The pair spent hours trying to find the place, taking numerous forms of public transport, as they were watched like hawks by old Japanese men on their front porches smoking pipes. Finally they turned a corner and stumbled on a 458 Ferrari and then a workshop full of GT-Rs. Nestled in among them was the N1, which was exactly what Lucas had been looking for. He subsequently



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purchased the rare car — number 23 of 118 built — and brought it back to New Zealand in 2014. After owning it for three years Lucas, sold the car to Larry, only to replace it with a V. Spec II N1. According to Larry there are five N1s in New Zealand and only 11, 1991 N1s currently listed on the GTR Registry, with a similar number of the V. Spec version.

Like all N1s, Larry's car excludes such options as ABS, a rear wiper, carpet underfelt, and a sound system. N1s did not include air conditioning as standard; it was only available as an optional item, and Larry's car does have it. His car also features a very rare oil-cooler option. Other weight-saving and aerodynamic upgrades for enhanced performance included special lightweight headlights, a small spoiler on the front of the bonnet, no intercooler mesh, and non-cross-drilled brake rotors. The BNR32 boasts a blueprinted engine with AR64 steel wheel turbos. Larry's pristine example also features a thin layer of Crystal White exterior paint, the only colour available for the N1.

Larry's car underwent some intensive restoration work in Japan and to his knowledge is factory correct in every way. The panel, paint, and interior are in pristine condition and Larry reckons it's rare to see original seats in such fine condition.

The modest, unassuming styling is one the GT-R's many charms. One can be forgiven for thinking it doesn't look quite as streamlined and sporty as many

European and American supercars from the same era, but this refined wolf in sheep's clothing is certainly capable of outperforming most with relative ease. Larry reckons the N1 is an absolute pleasure to drive. It is tight and responsive and feels more like a large go-kart, such is its amazing handling characteristics.

He says, "It's a pleasure to own such a rare car as this."

This is undoubtedly a true collector's car; some would say a future classic but in fact they are already a classic and destined to be a serious investment opportunity. ■





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# SAVING A CAT

A VERY SPECIAL JAGUAR HAS BEEN PROWLING THE GROUNDS OF MILLBROOK RESORT NEAR ARROWTOWN FOR QUITE SOME YEARS, BUT RECENTLY ITS OWNER HAS BID IT FAREWELL AS IT MAKES ITS WAY TO A NEW HOME IN THE NORTH ISLAND

Words: Quinton Taylor Photos: Quinton Taylor, Graham Smolenski

**T**he cofounder of Millbrook Resort, Graham Smolenski, went looking for his Jaguar back in the late '80s. After some searching, he eventually discovered a forlorn 1969 Jaguar E-Type Series 2 Roadster stored in a barn in Southern California.

"It had been in storage since 1973, and the owner was a young fellow who had started stripping it to restore the car. He had gone overseas on military duty, and when he arrived back he lost interest in doing anything with it," Graham says.

The body was in reasonable shape, despite its many colours. Many of the mechanical items were non-original, but at least they were in good condition. A deal was done and the project was shipped home to New Zealand in late 1989. Graham enlisted the services of well-known local restorer Lex Emslie to coordinate and complete the restoration of the Jaguar, which would see it on the road in 1992.

Once the boxes of parts and the car had arrived in New Zealand, it was time to sit down and talk with Lex about exactly what sort of restoration the E-Type would be.

"Lex Emslie had a brilliant business restoring cars at his Lake Hayes garage at that time. He led the restoration pathway, which involved several people in the restoration and panel specialists in Dunedin back then," Graham explains.

Stephen Kydd at Fuji Panels took care of all the metalwork, and when it came time to apply the attractive British Racing Green colour scheme it was entrusted to Chris Weir at Eurofinish.

The result was the creation of a very special Jaguar, one that totally meets modern motoring demands on both the open road and town traffic. It has also been a restoration that has enhanced both safety and comfort levels and negated the shortcomings of a car designed in the early 1960s.









Making the choice to not only rebuild the car but also modernize key components was a decision Graham never regretted, resulting in a very usable sports car able to be driven with ease in modern road conditions

“That was the idea from the start, and my first decision was if it was going to be an original restoration or was it going to be upgraded,” says Graham. “I wanted a sports car to drive regularly, and in any event you can see from the vehicle that it didn’t have all its original parts. The gearbox wasn’t original, the motor wasn’t original, and all the other components had to be restored or replaced. It was the suspension and body that was original, and it was in great shape when Lex inspected it.”

### Looking after the cats

Graham was well versed in the demands of Jaguar restoration, as at that time Millbrook Resort ran a small fleet of Jaguar Mark IX and Mark X saloons as courtesy cars for its clients: “We had the contacts for people to restore and maintain the big saloons, and the E-Type fitted in with ordering of parts and re-trimming the upholstery piece by piece at that time.”

Work began on the E-Type and the

bodywork was stripped back to bare metal and prepped for painting.

“It went through the whole ‘Steinschlagen’ process, which is a process taken out of Germany for sealing the whole base of the lower floor. It must be perfectly clean and with no bubbles, and that has protected the whole thing,” says Graham.

All mechanical work was done through local engineer Marty Strain’s workshop. “Tony Thompson [who worked at Strain’s at the time] did the work on the engine. He was a real specialist and very passionate about it, and he would come around and tinker with it. He did a superb job.”

Graham has never regretted the decision to not only rebuild the car but also modernize key components, resulting in a very usable sports car able to be driven with ease in modern road conditions: “It was in line with my desire over the years to build a drivable car, inspired by companies such as Beacham, Vicarage, Eagle, and a huge international

industry which has been built around sympathetically modernizing Jaguar E-Type components. For example, the electronic ignition looks exactly like the original, but it has all modern internals and reliability.”

Hours of research also turned up LED units for the E-Type headlights, replacing the weak standard units. It was an important consideration, and not only for E-Type aesthetics. US regulations outlawed the faired clear headlight covers, as seen on the Series 1 forcing Jaguar to fit upright units. Many enthusiasts thought this spoiled the clean lines of the original design, he explains.

“Changing to LED lighting allowed me to cover in the headlamps just like the Series 1,” Graham tells us. “The Jaguar E-Type Series 2 and Series 3 headlights had kits available from a German specialist with LED. Modern illumination at night meant that it was no longer a danger. The original style was weak and hazardous at night with the speeds at which the E-Type could be driven.”





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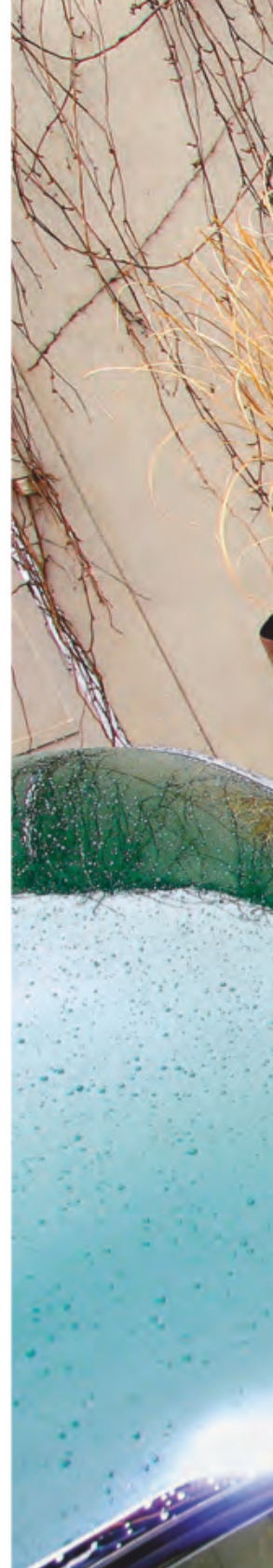
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Completed in 1992, Graham's E-Type has since enjoyed a programme of constant revision, upgrade, and maintenance



### A journey of updating

Completed in 1992, Graham's E-Type has since enjoyed a programme of constant revision, upgrade, and maintenance. No expense has been spared, either in the restoration or since, and specialized components have been used all the way through.

A case in point is the gearbox, sourced from the US. A JT5 five-speed Medatronics E-Type full-synchro gearbox made especially for Jaguars was installed, a modification that enhances the car's cruising ability.

Says Graham, "The gearbox we installed was OK, but it wasn't a Moss box, and that was one of the reasons I bought it. But a four-speed, in terms of a modern car, feels as if it is over-revving all the time. I had read such good reports of the special JT5 five-speed gearbox rebuilds in the States, so I forked out for it and loved it."

It wasn't a cheap conversion but thoroughly worth it in Graham's view and was the correct modification to make, rather than resorting to a gearbox from another make.

"It's a very tight gearbox and very strong. It's just a wonderful, driveable car on a daily

basis, and it keeps the feel and appearance of the E-Type," he says.

### Everyday driver in summer

The latest upgrade was to the steering. The system was sourced from a Dutch company, EZ Electric Power Steering, which takes units from Koyo and NSK in Japan and converts them for use in Jaguars.

"The conversion to electronic power-steering has been a recent development and it has a variable power input. It keeps the original feel of the E-Type steering, and in the city it kicks up the power even more and you can drive around in traffic with ease," says Graham.

The ample high-backed seats are covered in fawn-coloured leather, and I ask about their origin. This draws an amused response from Graham: "They're Ferrari. The only clash with the original concept was the seats, and again it was a matter of comfort and safety for everyday driving. They are more supportive and comfortable than the originals."

The Jaguar has endeared itself to Graham for the way it gobbles up the miles in journeys around the South Island, especially with

regular trips to Oamaru and through to Twizel over the Lindis Pass.

A bonus in summer is having the twin electric radiator fans — another subtle improvement helping the big cat to keep its cool as it idles while we take photos.

"You couldn't have done that with a normal Series 2. It would have overheated by now," Graham says.

### Déjà vu

Life is full of coincidences, and back in the early 1990s, *New Zealand Classic Car* published a story on former Invercargill restorer Ray Larsen, who had moved to Queenstown and established his business at Frankton industrial park.

One of the products he was making for Jaguar E-Type roadsters was replacement removable fibreglass hardtops; a big improvement over the one-size-fits-all Jaguar originals. Each top was made especially for an individual car to cope with the variability in Jaguar's assembly practices.

Graham's E-Type is in at Ray's workshop the day we call to see progress.

"Most E-Types came out standard with





the roof and it leaked badly,” Graham tells us. “That was the first one Ray had done and he took a mould of that car. Ray did lots of other little things too, like the wooden steering wheel it now has fitted.”

Sifting through some old photographs recently, we found the original photo taken of Graham’s car being fitted for its roof, but we can’t find a photo of it fitted on the car.

Needless to say, it still does not leak, and not only is it nicely trimmed but it also enhances comfort levels while cruising. However, the hardtop can make it a challenge getting in and out for taller types, but more on that later.

Graham recounts how the Jaguar has also carried out a role usually given to its more commodious stable-mates: “Even though it’s a thorough sports car, it has done a wedding and the bride did fit in there. She shuffled in there OK, wedding dress and all!”

## Making friends

Being involved in the build of the Jaguar and then getting out and driving it and attending events proved something of a pleasant surprise. Most people would agree this is part

and parcel of being involved in car clubs of all types.

“I had a good group of individuals which I got to know during the restoration,” Graham says. “For me it was a joy from the point of view that I was introduced to a group of car enthusiasts who also became friends. I would never have mixed with them and I would never have met them otherwise, so it had a social benefit too.”

## That Jaguar growl

With all the enhancements this Jaguar has to offer, the chance to spend some time cruising the highway in it is eagerly welcomed.

Graham has maintained this car exactly as it should be — ‘fastidious’ is the word that springs to mind. The 4.2-litre six-cylinder engine sits pristinely under that huge bonnet, which makes up about a third of the overall length of an E-Type. The car is spotless everywhere, even under the wheel arches.

Another upgrade that purists may not agree with was the change to American Dayton wire wheels. Still having the centre hub attached with knock-off hubs, they use

**Finally.**

The Jaguar XK150 is the kind of car you dream about owning. And its price is a real sleeper. \$13,712.

This includes prime hide leather upholstery, reclining bucket seats, 8 hand-adjusted seats of polished adjustable steering column, real wire wheels, radial-ply tires, 4-wheel independent suspension, and 4-wheel disc brakes. The 1960 XK150 is more powerful than any imported car selling under \$10,000. Yet, for all its power, the XK150 can coast about 20 miles of top speed on a gallon of gas.

All 1960 cars sold in the United States had to meet a long list of safety requirements. Jaguar engineering not only met these requirements, it exceeded them. The XK150 comes in three models: Roadster (shown above), Coupe and 2+2 Family Coupe. The 2+2 has more passenger and luggage space, and offers optional automatic transmission. Isn't it great someone still makes a car that lives up to your dreams?

**Jaguar**

© Jaguar





stainless-steel spokes, which alleviate much of the tension loss and cracking of chrome items. They look just as good too.

Getting into the close-fitted hardtop turns out to be a hilarious contortionist effort, but it is manageable, and once settled in and belted into those Italian seats, we agreed with what Graham says: they are a huge improvement over the Jaguar seats normally fitted.

This car is beautifully finished, and there is that familiar deep Jaguar growl as the engine is warmed up. Not entirely happy with the engine, Graham had it rebuilt again in 2017 by local engineer Tony Thompson. It must be one of the quietest-idling Jaguars engines around.

The day we go for a drive preceded one of the heaviest snow falls the region has had in 20-plus years. It's pelting down with rain, sleeting, and there's a cold southerly blast. Great driving weather! If you have ever experienced driving a standard E-Type in rain and cold weather then you'll know there is a certain level of care required.

This particular E-Type destroys a few myths as it performs admirably at a fairly reasonable pace, considering the conditions. Kumho tyres are fitted, along with Spax

shock absorbers all around. And a thoroughly sorted suspension, along with uprated XJ-S disc-brakes, make what was already a very good handling and stable car even better.

That big old 4.2 engine pulls like it will never run out of puff, especially on the hills. Changing to the new gearbox has noticeably improved progress, with quieter cruising and well-chosen ratios. Shifts are direct, quick,



and positive, without the crunch often found with Jaguar gearboxes, and the gear lever needs only small movements while selecting ratios. It is a very enjoyable and comfortable drive despite the conditions and with a Jaguar heater that works well! Thanks to Graham for the opportunity.

### Time to say goodbye

Putting so much time, research, effort, and money into a project like this makes it difficult when it comes time to move on to other things. It can be a real challenge, and in Graham's case there is a genuine tinge of sadness when he contemplates parting company with what has been a very reliable car.

But the time has come to move on and Graham has reluctantly sold the Jaguar. He admits that, without a doubt, the price asked does not reflect what has been spent over the years. It's a wonderful car, and while purists may not agree with all it has to offer, it is a genuinely usable car for modern conditions without many of the usual Jaguar shortcomings.

"I've got to an age where it needs to go to a younger enthusiast. It's hard to let it go but it needs to be driven more," he says. ■



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# THREE TIMES FIVE

A CLASSIC IN THE MAKING

Words and photos: John McDonald







Mazda's MX-5 has spawned many variants in its almost 30-year history, most countries in the world having a Limited or Special edition to tempt the palate with something just a little different from their standard fare. New Zealand was no exception, with three different models of the original NA series available for sale between 1993 and 1997. Donn Anderson touched briefly on the

first offering in the March 1988 issue of *New Zealand Classic Car* (No. 327), and it seems appropriate to continue the story to cover the other two models, before the NB with its traditionally placed headlights became available.

The reasons for the introduction of the first Limited Edition are speculative, but with the standard model being priced at \$35,990 sales figures would not have been high. Indeed, Mazda itself said the MX-5 was a niche







addition to its range, so there was perhaps an opening for another model with standard extras that could be priced just a little above the standard car and look good value.

The first Limited was sold in January 1993. The list price was \$44,500 and, as befitting the title, just 30 were available in the one specification and exterior colour of Neo Green. Transmission was manual five-speed, windows were electric, there was a CD player and a radio unit, and twin headrest speakers were nestled in the tan leather seats. The power steering and air conditioning usually found on the import Eunos variants were unavailable. Included in the owners pack was a certificate of authenticity confirming the car was one of just 30, and congratulating

the new owner on their purchase. The chassis numbers were close but not sequential, and by 30 June 1993 all had been road registered.

In December 1995, another limited-edition model was introduced, titled 'Special Edition', with a list price of \$43,500. As before there was just one specification and colour, this time Satellite Blue mica, with tan leather and BBS alloys. Mechanical changes included the recently available 1800cc engine, power steering, and air conditioning as an extra. Just 25 were available, the chassis numbers were sequential, the authenticity certificate was again included, and the last was registered in May 1996.

The final iteration of the series, and arguably the best,





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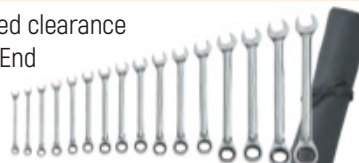
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was the M Limited. Available from January 1997, it stood out in a unique shade of Merlot mica paintwork with tan leather interior, suspended on 15-inch Hockenheim alloys. The sales leaflet described further benefits as “improved air induction through the K&N air filter element, platinum-tipped spark plugs through to an exhaust system featuring extractors and a stainless steel sports exhaust”, making the car “a true performance roadster”. Again, just 25 were available and the chassis numbers were sequential, with the last being registered in March 1998.

Today there are somewhat fewer than 80 of those cars, and ownership demographics suggest they are attracting attention from a different age group than the younger

enthusiasts who prefer to modify their examples. Of the examples shown here, none is owned by anyone under 40. The tired and sloppy used examples with mileage in excess of 300,000km have been eschewed by this group, who have realized the early cars with the flick-up headlights will be the most collectable, and have begun gathering them while the cars are numerable and affordable. Thus they are able to obtain the best examples. These collectors vehemently oppose modifying these limited-edition models, remain committed to their preservation, and use them regularly.

Classic in the making?

I believe it is already here. ■







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# SUPERCHARGING WAY TO PERFORMANCE

IS THERE STILL A PLACE FOR SUPERCHARGERS  
IN A WORLD OF TURBOS? DONN ANDERSON  
RECALLS THE HISTORY OF AND HIS  
EXPERIENCES WITH 'BLOWN' ROAD CARS



**Left:** Donn Anderson about to try the extremely rapid supercharged Aston Martin Vantage

**Right:** Five-time world champion Juan Fangio handles the mighty, if not always reliable, supercharged BRM



**T**aming the energy of the twin-supercharged, aluminium-bodied Aston Martin Vantage was almost too much. Arriving at a British roundabout at rather more pace than I intended, I had reason to be thankful for the superb brakes that restrained the almost two tonnes of machinery and allowed me to give way to a grumpy-looking bloke in a repmobile. He seemed sure my Aston would be unable to stop, but happily he was wrong.

It was the mid '90s and far from my first experience of engine supercharging, although this drive was certainly something special. At the time the Vantage was the most powerful production engine in the world, alongside Bugatti's twin-turbo V12 EB110, and blessed with seemingly endless amounts of performance. Just a few months earlier, I had been motoring in the Scottish Highlands with a supercharged Jaguar XJR four-door saloon.

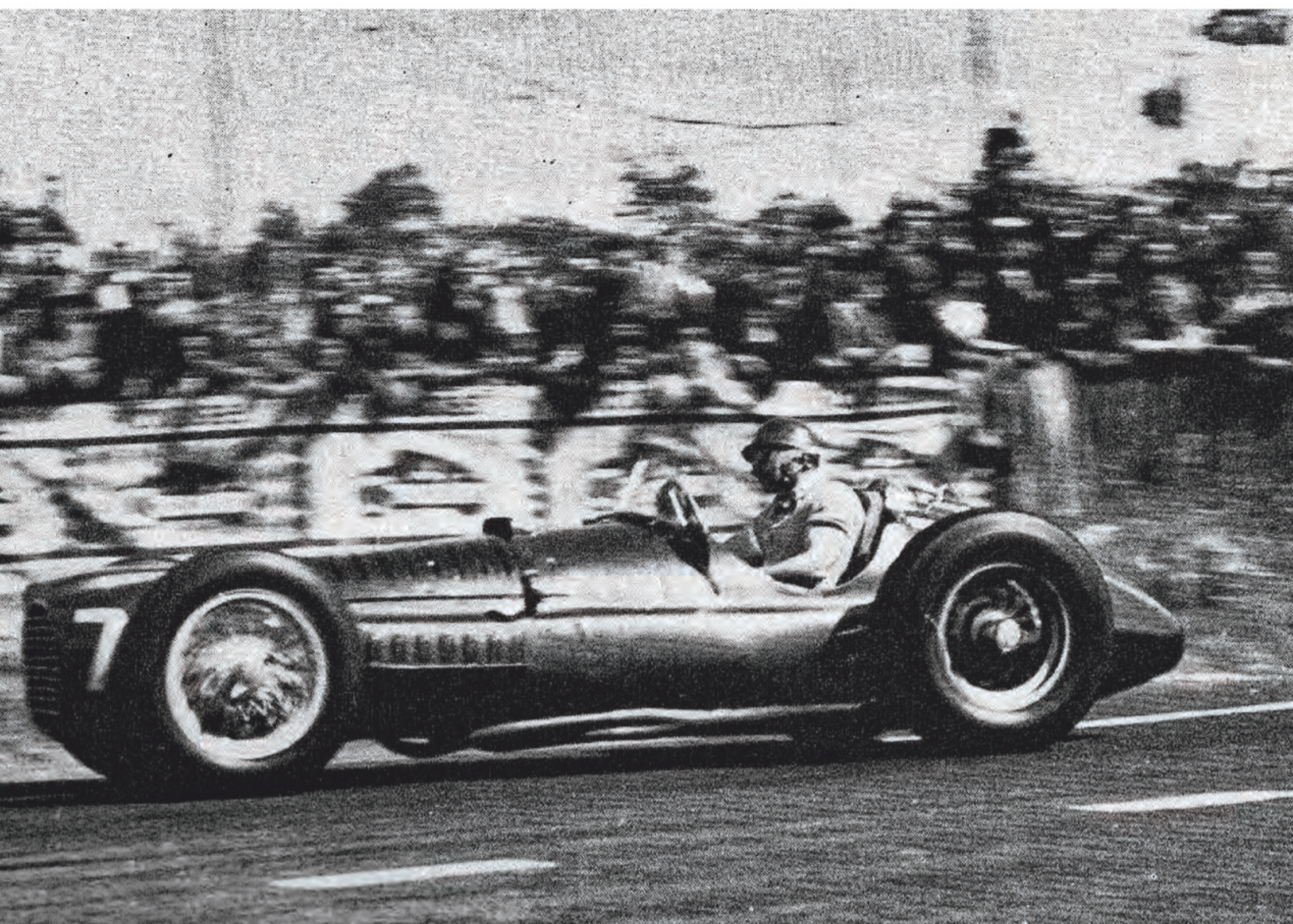
Today, when turbocharging is so

prevalent, supercharging is a less-trodden route, yet several fine cars have chosen this path to performance. Over the past three decades, General Motors, Mercedes-Benz, Volkswagen, Porsche, Volvo, Mini, and Range Rover have offered supercharged engines. Toyota even offered a blown version of the first-generation MR2 and Nissan did likewise with the odd-looking Note DIG-S.

Fifty-seven years ago, my older brother Rodger decided his early Kiwi-assembled 848cc Mini required more power to match the car's polished handling, and managed to squeeze a supercharger into an already crowded engine bay. The installation was hardly professional, and there were struggles to achieve real gains.

Not long after, however, he fitted a blower to a Mk1 MG Midget, which, in standard trim, boasted a modest 1098cc, 42kW version of the A-Series engine. This time the supercharging results were impressive. The little MG did well in Auckland area car club speed events, and notched up a third place in a modified production sports car race at





Pukekohe in April 1966, behind a Morgan 4/4 and Daimler Dart.

## Long history

There is nothing new about supercharging. In a quest to improve thermal efficiency, two-stroke engine pioneer Sir Dugald Clerk tried a pump to force extra air into a large-capacity, slow-running engine in 1901, and ended up with an increase in power. The Roots Eaton M90 superchargers fitted to the '90s Vantage and Jaguar XJR were based on a design patented by Francis Marion Roots in Victorian times.

In 1907, Lee Chadwick in the US adapted a centrifugal-type supercharger to a six-cylinder motor, running it at nine times engine speed. It was a success, Chadwick piloting his early machine to just over 100mph (161kph). It was believed to be the first car to top the magic 'ton' while also winning a hill climb. JT Nicholls used belt-driven centrifugal blowers with success, including a three-stage blower for the cars that competed in the

Vanderbilt Cup and Savannah Grand Prize race of 1908.

Worried by what was perceived to be an unfair advantage, motor sport authorities banned blowers in competition until 1921. Years later, superchargers were allowed but the engine capacity was limited and blown engines had to compete in the higher capacity normally aspirated class. Thus, an unblown engine capacity class limit of 4.5 litres would also allow supercharged engines but only up to a capacity of 1.5 litres.

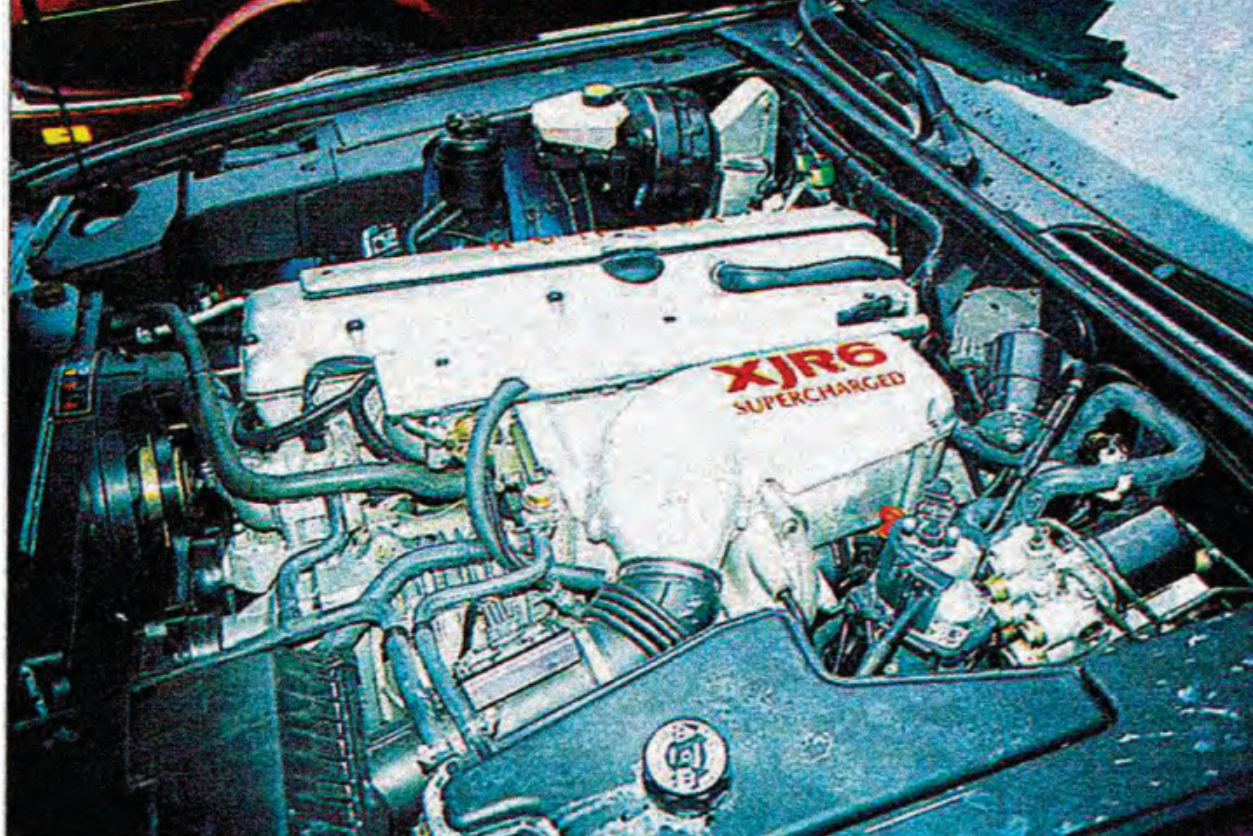
In the latter stages of World War I, the Germans experimented with aeroplane-engine output, finding that superchargers were compensating for thinner high-altitude air. Fiat, Mercedes, and Maybach were also working on blowers. In the '20s and '30s came the 'Blower Bentleys', with a Roots Villiers supercharger driven from the front of the crankshaft; the six-cylinder MG K3 Magnette, ERA, and Mercedes SSK; and the incredible Grand Prix (GP) cars from Mercedes-Benz and

Auto Union. World War II saw the age of supercharged aeroplane engines, including the all-conquering centrifugally blown Rolls-Royce Merlin.

## Supercharged BRM raced here

The formidable 1.5-litre supercharged V16 BRM unveiled in 1951 was dogged with problems but three years later appeared sorted when it arrived in Auckland for the first New Zealand GP at Ardmore. Favourite to start the lengthy 338km race, Englishman Ken Wharton led from the start, with the BRM often more than a lap ahead of the field, until the British car slowed with brake problems in the second half. Wharton drove on the gearbox to finish second, and was third in the Lady Wigram Trophy at Christchurch a few days later. New Zealand was the only country in the Southern Hemisphere to witness the extraordinary-sounding BRM, which had a pair of two-stage centrifugal blowers delivering huge boost pressure. This

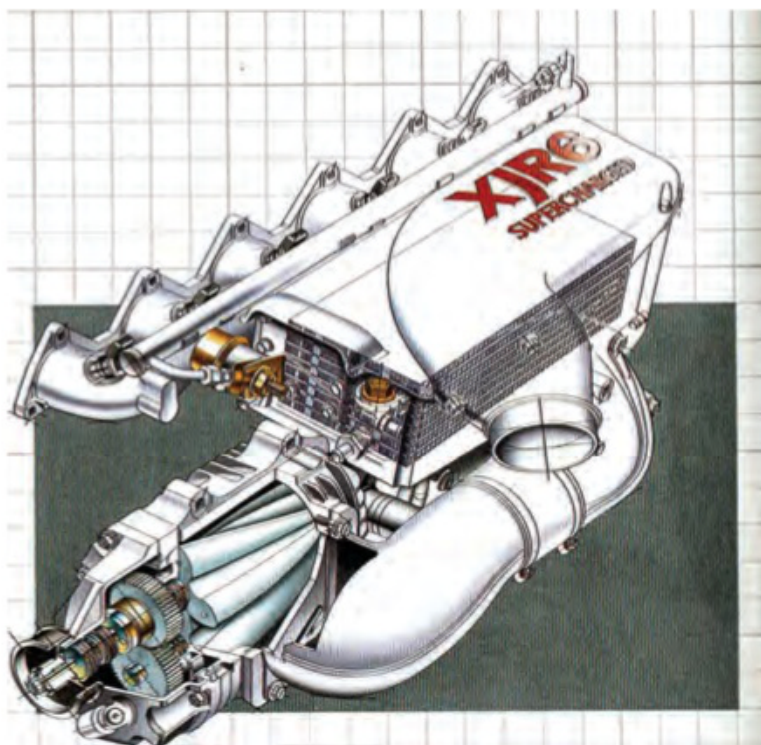




**Above:** Engine bay of the blown, six-cylinder XJ saloon Donn drove on the Scottish launch

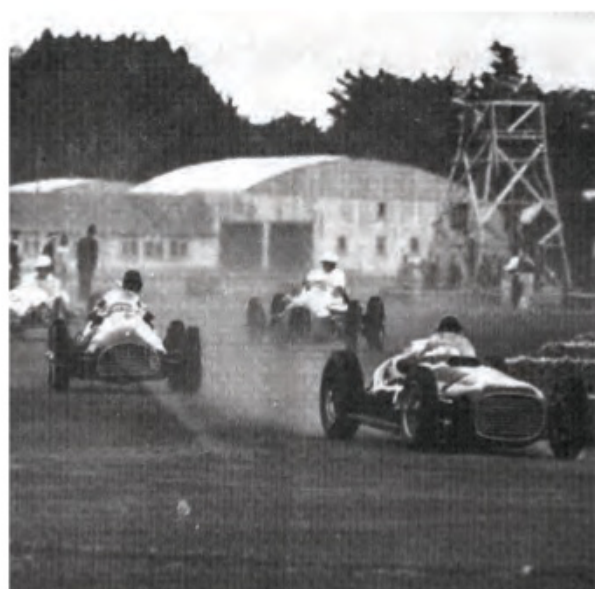
**Far right:** A pair of Jaguars, with the blue supercharged example distinguished by a special grille to set it apart from the normally aspirated car on the left

**Right:** The XJR6 Jaguar saloon was available with supercharged power



**Below:** Ken Wharton in the supercharged BRM leads the field in the 1954 New Zealand GP at Ardmore

**Below right:** Jaguar fits supercharged power plants to its top-line F-Type models



engine developed more than 296kW in a narrow powerband, which made the BRM extremely difficult to drive and the project was shelved.

Supercharging in GP racing was again banned until 1966 when few Formula 1 (F1) teams showed any interest, but in North America, Indy cars long used supercharging. When it came to road cars, Paxton centrifugal blowers were employed on the Ford Thunderbird, Shelby Mustang, and Studebaker Avanti. In 1983, Lancia introduced the Beta Volumex with a Roots supercharger that had improved torque,

but it was uneconomical and disappeared after two years. Rated as having two-litre performance, Volkswagen's 1987 1.3-litre Polo G40 was a limited-production model that sold out rapidly.

### Types of superchargers

There are two types of centrifugal superchargers; one is driven from exhaust gases using an impeller to draw air in, while the other is driven directly by the engine via a belt drive. The positive-displacement-pump Roots, twin-screw, and Eaton blowers use different meshing blades so the main differences between these and the centrifugal type is how they move air to the intake manifold.

The Roots blower is effectively an air pump and does not compress the air inside the supercharger. Compression of the inlet charge takes place in the cylinders and manifold. A Shorrock vane-type blower has paddles on an eccentric shaft, scooping air in and compressing it into a small space.

The mechanically driven Roots blower is the most popular and was fitted to the XJR Jaguar, providing a generous 240kW that gave a wide powerband and seamless performance.

During my rural drive, the Eaton M90 blower linked to the four-litre straight-six-cylinder motor provided immediate response, achieving high boost levels at low to mid engine speeds. On testing Scottish roads, the XJR turned steepish climbs into flat surfaces and seemed to have an inexhaustible amount of power. Equipped with the Getrag five-speed manual gearbox, the Jaguar trickled along at 50kph in top with barely 1000 revs on the dial, yet even at this modest engine speed the Jaguar pulled away strongly.

Aston Martin announced an order bank of 50 Vantage coupés when the model was unveiled in 1993, and that took care of the first year of production. In total, 1050 were produced before the model ended in 2000. All examples had the six-speed ZF manual transmission from the Corvette ZR-1, a noisy and slow gearbox with a tricky left-biased spring. I soon found the 5.3-litre, 410kW, twin-supercharged engine would deliver 100kph spinning happily at a mere 1500rpm in sixth gear.

The all-alloy, four valves per cylinder V8 came with two Eaton blowers with water intercoolers, a Ford EEC engine-management system, and fuel injection.





Running on a compression ratio of 8.2:1, the Aston's engine produced a solid 745Nm of torque at 4000rpm — more than any other production car at the time. The superchargers kicked in down low and the broad spread of power spelt flexibility and response, even if the car was difficult to get off the line in a hurry. Not enough revs and the motor bogged down; too much throttle and the rear wheels spun uselessly.

Driving the Vantage required high concentration and effort for smoothness but the performance was crushing, with a 300kph top speed and a mere 4.6 seconds needed to race from a standstill to 100kph. In 1993 the Vantage was the third most powerful production car in the world, behind only the McLaren F1 and Bugatti EB110.

### Volkswagen's unique approach

At a more modest level, Volkswagen adopted a unique engine-boosting approach in 2005 with the Mk5 Golf TSI that was the first engine to combine turbocharging, supercharging, and direct injection. In spite of the 1.4-litre capacity, the TSI produced 125kW and 240Nm of torque, effectively providing the output of a 2.5-litre engine.

The Roots supercharger feeds in low rev boost with 200Nm of torque from 1250 revs before the turbo spools up and takes over. By 3500rpm the supercharger disconnects. VW engineers claimed the dreaded turbo lag had been banished to the past.

Superchargers run directly on engine power, so they work immediately, but the disadvantage is that they constantly soak up some engine power, so they aren't all that efficient. What's worse is that this extra load from the supercharger increases

as the car builds up speed. VW reckoned on combining the advantages of both blower and turbo and achieving strong performance as well as good fuel economy. In service, however, the TSI engine gave a few problems. It was essential to use 98-octane petrol since any octane lower than that caused pinging and ultimately cracked pistons.

Mercedes was well known for its Kompressors, and the R170 SLK range produced between 1996 and 2003 had no





fewer than five models with superchargers. These ranged in power from a 120kW two-litre, four-cylinder SLK 200 to a hearty 258kW three-litre V6 SLK 32 AMG. Larger AMG S55 Mercedes models had blowers with Teflon-coated rotors but were phased out in 2006.

### A likely classic?

In 2002 Jaguar introduced a 4.2-litre, 292kW blown V8 in the S-Type R saloon, and the same year BMW's first-generation modern Mini arrived in the R53 Cooper S model with a mechanically driven Roots supercharged and intercooler version of the 1.6-litre Pentagon engine made by Tritec Motors in Brazil. This single-overhead-cam power plant came with an old-school cast-iron block and metal timing chain and produced 125kW. This was an impressive 47 per cent increase in power over the same normally aspirated engine found in a standard Mini Cooper. At the same time, torque surged from 150Nm to 220Nm, an increase of 34 per cent.

As is usual with supercharging, the Mini's compression ratio lowered from 10.6:1 down to 8.3:1. The conversion was not simply a matter of bolting on the blower. Increased thermal and mechanical loads demanded by the supercharger meant stronger con rods, crankshaft, pistons, engine bearings, and valves. Also fitted was a heat exchanger for engine oil and water, and splash oil cooling for the pistons. A bonnet scoop fed air directly into the intercooler.

There was so little room in the engine bay that the battery on a standard Cooper was repositioned in the car's boot, and the exhaust system was reworked. The results were impressive, carving two seconds off the zero to 100kph time and greatly improving mid-range response.

There are clear signs the supercharged R53 Cooper S built between 2002 and 2006 will be the favourite modern-day Mini to have as a classic, with the last few years of production ranked the best examples to own. When BMW unveiled the second-generation R56 Mini Cooper S late in 2006, supercharging was dispensed with in favour of a twin-scroll turbocharged, double-overhead-cam Prince engine shared with PSA Peugeot Citroën. This is of similar capacity to the Pentagon engine, with only slightly more power but 18 per cent higher torque and superior fuel efficiency.

### Power-leading Chev Camaro ZL1

Four supercharged engines — the 280kW and 294kW three-litre V6, and the 405kW and 423kW five-litre V8 — have been



Donn with a supercharged R53 Mini Cooper S in the London suburb of Wandsworth in 2004

There are clear signs the supercharged R53 Cooper S built between 2002 and 2006 will be the favourite modern-day Mini to have as a classic

used in Jaguar F-Type and F-Pace models and Range Rovers. Jaguar says the Roots twin-vortex blower has sophisticated boost control and a secondary throttle valve. This ensures torque curves rise steeply over a broad range of engine speeds to provide linear power delivery. In both V8 engines, the supercharger is fed by two intercoolers featuring their own water cooling to reduce the temperature of the pressurized air, meaning more air can reach the engine, optimizing combustion and therefore power output.

Volvo's XC90 came with a two-litre, supercharged four-cylinder, and in 2008 Lotus offered the Elise with a 160kW engine using a Roots-type supercharger.

The Americans were not left behind: the 2017 Chev Camaro ZL1 was launched with a stonking 6.2 litre, 650bhp (480kW) supercharged V8, a power plant also found in the Cadillac CTS.

### So, which way for supercharging?

Mercedes decided to drop blowers in 2004 in favour of turbocharging as it believed turbos were superior in terms of noise and cost. Juergen Frey, head of engine development for the A-Class, said, "When we introduced supercharged engines it was the right decision. Turbocharging has greatly improved in the meantime and we have virtually no turbo lag any more."

While superchargers are not generally regarded as ideal for good fuel economy, other engineers counter that they still have a role to play in the quest for performance.

Meanwhile, I could almost forgive the bulky Vantage for being a handful on narrow Oxfordshire lanes 25 years ago — the driveline shunt at slower speeds, the lack of cruise control in such a grand touring car, and the poor visibility — because the power from the twin-supercharged, hand-built engine was utterly sensational. ■





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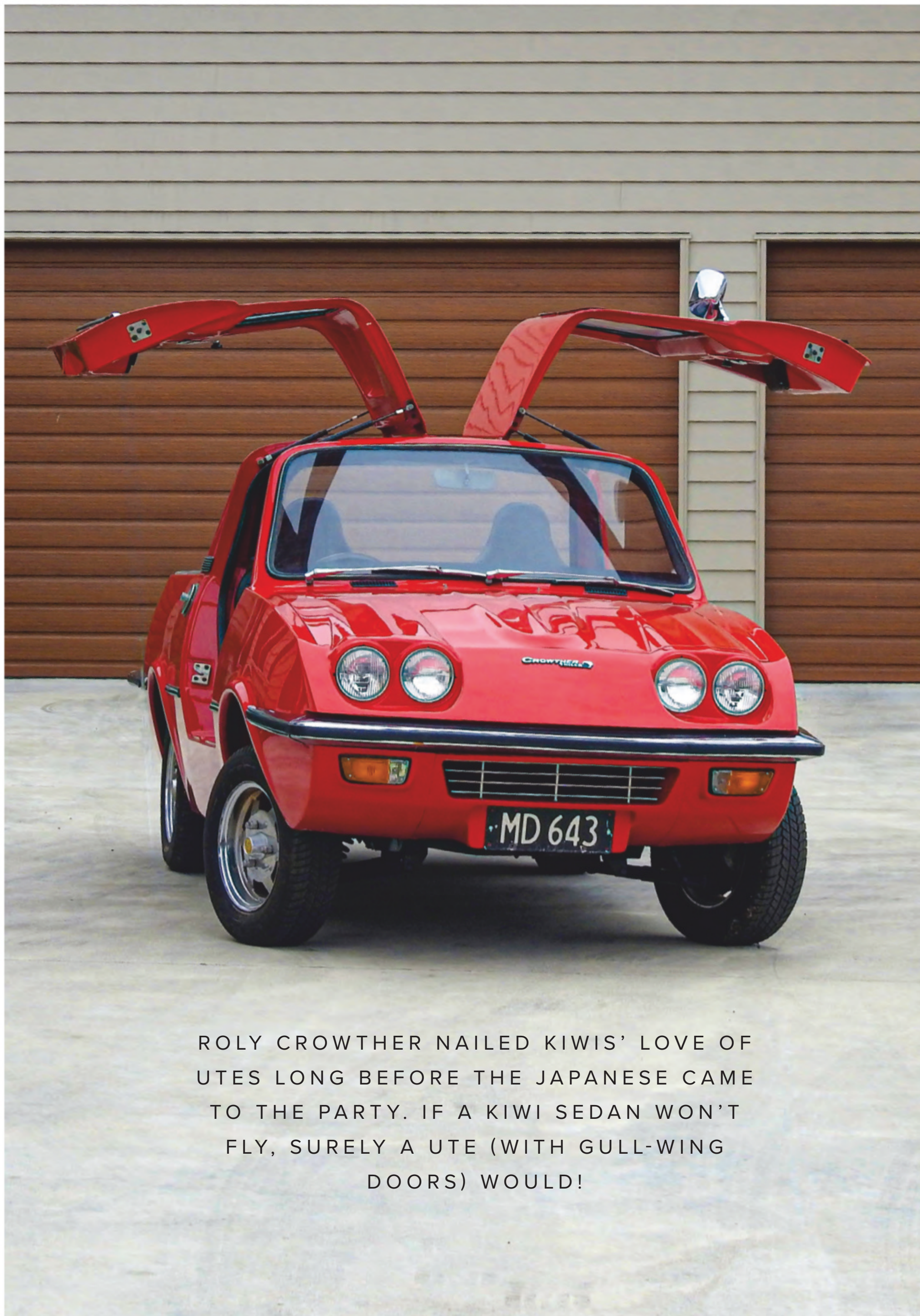


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## KITS AND PIECES

Words and photos: Patrick Harlow



ROLY CROWTHER NAILED KIWIS' LOVE OF  
UTES LONG BEFORE THE JAPANESE CAME  
TO THE PARTY. IF A KIWI SEDAN WON'T  
FLY, SURELY A UTE (WITH GULL-WING  
DOORS) WOULD!





# CROWTHER

## PART TWO — CROWTHER TOILER

# TRIES AGAIN

One of the most easily identifiable cars is the gull-winged Mercedes-Benz 300 SL. It is an amazing looking car from any angle. The doors by themselves make a statement, never mind the beautiful lines of the car. The Germans definitely knew how to do those doors; the members of the British Commonwealth, not so much.

As far as we can recall, there were three attempts by Commonwealth countries to make a mass-produced car with gull-wing doors. The most well known of these is, of course, the DeLorean, which is more famous because of a movie than for anything else. This was an Irish-manufactured car that at least got off the ground, no pun intended, with approximately 9000 produced between 1981 and 1982. In Canada, a less successful attempt was made to build a gull-winged car. It was called the 'Bricklin SV-1' and between 1974 and '76 almost 3000 were built.

The third Commonwealth country that tried to mass-produce a car with gull-wing doors will come as a surprise to many. Very few people reading this story would ever believe it was right here in New Zealand where such an attempt was made. Albeit it was an Australian idea, and they were intended for the Australian

market, but it was a New Zealand design, and they were going to be manufactured here. Our attempt occurred around about the time the Bricklin was ending production, leaving a heavy debt in the Canadian Government's hands, and long before the DeLorean motorcar was even a glint in Mr John DeLorean's eye, a glint that would eventually leave a large debt for the British Government.

### **Rugged, reliable, with gull-wing doors**

Our story starts with the Thiess brothers, who held the Toyota franchise in Australia. They had heard about Roly Crowther's attempt to mass-produce a sedan with a unique variomatic gearbox system across the ditch (see *New Zealand Classic Car* Issue No. 348). This got them pondering the viability of devising a version of this car that could be used in the outback, which would be rugged, simple to repair, and reliable. They commissioned Roly to design a small utility vehicle that they could sell through their car dealerships across Australia. Interestingly, they stipulated that it had to have gull-wing doors, as they believed that it would differentiate the car from the competition.

By the mid '70s, Roly was making good money from selling Rolomatic car-washing machines,





which were manufactured in his Auckland factory. Despite having been severely singed by the failure of the Crowther sedan, he still had a dream that New Zealand would one day be able to lay claim to another mass-production vehicle.

Roly was excited by the opportunity to design a car that would be useful in both Australia and New Zealand, and believing that this car could do for New Zealand what Holden did for Australia, he set about designing a vehicle that would cope not only with the Australian outback but also New Zealand conditions and roads. Although the prototype had gull-wing doors, Roly did not believe that the average Kiwi farmer would be impressed by them, so any car made for the New Zealand market would have had conventional opening doors. The chassis was made the same way as the Crowther sedan using cut and folded sheet to give it strength and rigidity. Attached to the high sills of the chassis was a roll cage, ensuring the safety of its occupants should it roll over.

Although the prototype had gull-wing doors, Roly did not believe that the average Kiwi farmer would be impressed by them, so any car made for the New Zealand market would have had conventional opening doors

### **The ultimate utility vehicle**

Roly envisioned at least three versions of this car would eventually be marketed. Obviously, the ute would be first, as that was what he had been commissioned to do, and there was a ready market in Australia and New Zealand. The intention was to follow the ute — thanks to the flexibility of having a fibreglass body — with a station wagon and a four-seater soft-top. His plans also included a panel-van version. Roly believed that the ute, dubbed

the 'Toiler', would outperform a Holden ute in every respect apart from carrying capacity and engine power, which were not required for many inner-city commercial vehicles. It would have been one of the cheapest commercial vehicles on the market.

This time, the engine would be a conventional 1100cc Renault R8 and would be mounted in the front. Roly designed the Toiler so that one man could remove the engine from the car in 12 minutes. As mentioned in last issue's article, the variomatic gearbox first introduced by DAF (in 1958, for the DAF 600 cars) would connect the engine to the rear wheels. As the ratio constantly varied, there was no need for any other gears, and the shudder experienced by conventional automatic gearboxes as they changed from one gear to the next was non-existent. The gear stick had only three positions: forward, neutral, and reverse. Another unique side effect was that the cars could be driven just as fast in reverse as they could be forwards. The gearboxes were simple to repair and relatively cheap to produce.



**Left:** Surely this ute would fly out the doors

**Right:** Clean and functional cabin and Renault R8 engine power

**Below right:** Roly Crowther with potential Fijian buyers in 1977

## Flexible fibreglass

The bodies would be fibreglass, as this material is very economical when building less than 50,000 units per year. It is also easy to change the shape of the car, as moulds are relatively simple to make and alter. The body had several safety features that were only just appearing on mass-production cars, such as impact-absorbing bumpers and a sloping nose to minimize injuries to pedestrians. And being fibreglass, if worst came to worst, it was cheaper and easier to repair than its steel equivalent. The windscreen came from a Mark III Ford Zephyr. The interior was kept simple to allow it to be easily cleaned, as befitted a vehicle that would be used on a muddy farm. It had body-hugging seats designed to hold the occupants in place when encountering rough terrain. Instruments and tail lights were sourced from Toyota.

Once again, along with the financial support of his silent partner, Blair Webster, Roly got on with the job of building the prototype.

The prototype was finished around June 1976 and tested at the Pukekohe racing track. On one occasion during testing at Pukekohe, the car accidentally rolled but survived, and thanks to the flexible properties of a fibreglass body, it suffered relatively little damage. The occupants were only shaken and walked away unharmed. As the car was relatively unharmed, testing continued for the rest of the day.

## Renault and Toyota play their cards

Unexpected interest came from the Renault motor company, which was keen to see how its engines were being utilized. The managing director of Renault flew over and was taken for a ride in the Toiler. After seeing the prototype, Renault saw the potential for the little ute in the narrow streets of Europe and offered to be a 50-per-cent partner. With such backing, production would have been assured, but Blair Webster was not so keen on Renault becoming involved and feared the little New Zealand company would quickly be swallowed up by the corporate giant. With the sort of financial clout that Renault could bring, Blair feared that the big business might start insisting on too many changes that would take the vehicle away from its Kiwi roots.

Once the prototype had finished its testing schedule, Roly started on another





**Below right:** The Crowther Toiler (foreground) with the Crowther sedan

10 pre-production vehicles and began to consider what was needed to go into full mass production: approximately 1000 units per year. It was at this point that clouds once again began to appear on the horizon. The Thiess brothers decided to pull out, and Roly lost access to this very important chain of dealers in Australia. Roly believes that this was because Toyota was not keen on having a little Kiwi upstart being sold on the same showroom floor alongside its products. Even though Toyota had nothing intended for Australia that would compete with it at the time, the Toiler was not a Toyota and hence not welcome.

It was way beyond Roly's and Blair's private income to finish the development process themselves. Roly started hunting around for other financial backers but was unsuccessful due to what he says was, "the timidity of the New Zealand businessman to take financial risks". There was hope when a Fijian company, PA Lai & Co Ltd, took out an option to buy the manufacturing rights and copyright to build the vehicle in Fiji, but it also backed out and Roly was left with eight partially built cars and a prototype. He could not afford to continue, so the project was cancelled. The prototype was put into storage and the partially built cars were sold as scrap. There was a second yellow Toiler that was completed. Over the ensuing years, the Crowthers lost track of it. Perhaps this second Toiler also survived and is buried in somebody's shed somewhere.

### A safe pair of hands

It was a sad ending to a great dream. The Japanese obviously thought the idea of a small utility vehicle was worthwhile. The most successful example of this was the Subaru Brumby, which was introduced to New Zealand in the late 1970s. The Brumby would be available here until the early 1990s, with thousands sold. Roly clearly had a marketable vehicle. Even with the benefit of hindsight, it is still hard to imagine what might have happened, as it would have come onto the market only a few years after the demise of the Trekka, a vehicle designed and built in New Zealand that had failed to capture the imagination of the home market.

I met Roly and his son, Roly Jr, at the end of 2010, and they showed me the two cars stored in their Mount Roskill, Auckland, factory.



The Japanese obviously thought the idea of a small utility vehicle was worthwhile. The most successful example of this was the Subaru Brumby, which was introduced to New Zealand in the late 1970s

Three months later, Roly passed away, and I lost track of the cars until this year when a friend told me that he had seen a strange car called the 'Crowther' at the Terry Rush Collection in Feilding. Terry had first been introduced to Roly Jr by Colin Waite, a mutual friend. At the time, Roly Jr was intending to sell his Mount Roskill factory. The problem was what to do with the Crowther prototypes. He had offered them to Southward Car Museum in Wellington, but Southward was not interested in taking them unless they came with the ownership as well. As Roly Jr wanted his family to retain ownership of the cars, the deal fell through. Colin suggested that he try his good friend Terry Rush. Roly Jr was aware of Terry's amazing car collection, and the two got in

touch with each other during 2012.

Despite the fact that neither car was mobile, and the Crowther sedan did not even have a motor, Terry knew that he should not pass up this opportunity to be the caretaker of two very unique New Zealand cars. When we visited Terry earlier this year, he had placed the cars on jacks so that I could photograph them. As the cars have been stored inside for most of their existence, they were still in remarkably good condition. Apart from the rotary motor for the sedan, almost all the parts are there. At this stage, Terry has no plans to restore them but is merely looking after them in the hope that their next caretaker will return them to a driveable state. For now, they are safe and in good hands. ■



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## MOTOR SPORT FLASHBACK

Words: Michael Clark

AS THREE KIWIS SHARING FORD'S HISTORIC LE MANS VICTORY DIDN'T FIT THE MOVIE NARRATIVE, MICHAEL CLARK EXPLAINS WHY *FORD V FERRARI*'S HERO WASN'T REALLY ROBBED. CHEATED, YES BUT ROBBED, NO

# LE MANS '66



### The movie

*Ford v Ferrari*, the movie about the 1966 24 Hours of Le Mans, premiered here in early November but, as of the time of writing, I am yet to see it. There has certainly been a great deal of discussion and I'm already aware of websites outlining a number of inconsistencies with the truth. The reality of course is that it's 'based on a true story'; it's not a documentary. Plus, Hollywood never lets facts obstruct a true story. Forget that Enzo Ferrari never visited the track where his cars first won in 1949 and that the hero of the film, Ken Miles, was not burnt to death; that's not how it works. Arguably the finer details are only really of interest to motor racing historians and, because of the heavy Kiwi involvement in that race, New Zealand fans. However, I was still surprised to receive a

phone call from TV3 asking if someone could talk to me about what really happened, so as to protect the legacy of Bruce McLaren and Chris Amon who shared the winning car, and Denny Hulme, who co-drove with Miles and finished a few metres behind.

The 'back story' is that the Ford Motor Company, having believed it had a deal with Enzo Ferrari to purchase the *scuderia*, got more than a little annoyed when 'the Old Man' elected to sell to Fiat instead. That was the catalyst for the Ford GT40, a car that more than 50 years on is still so gorgeous that to my eye only the Ferrari P4, the company's 1967 prototype sports car, just exceeds it.

Larger-than-life Texan Carroll Shelby and Bruce McLaren became an integral part of the development of Ford's Le Mans challenger

as it grew from 4.2 litres to 4.7, in small block form, before the introduction of serious horsepower, and weight, with the 427-cubic-inch (seven-litre) big block. There were two GT40s with the big block for the 1965 race. Those were the days when two drivers shared the driving duties, and running at 10/10ths for 24 hours, as is generally the case today, was unheard of. Both seven-litre Fords that year had a Kiwi on the driving roster, with Bruce sharing with Ford/Shelby favourite Miles, and Chris with the 1961 world champion Phil Hill.

### Eight GT40s

Not only did both big block Fords fail in 1965, but so did most of the 289-cubic-inch (4736cc) versions, and the works Ferraris. In a two-horse race, it was there for the taking





**Above:** The famous ‘photo finish’

**Left:** Ferrari’s 1966 Le Mans car — the four-litre P3

but victory eventually went to a private and older Ferrari, the ‘nearly as gorgeous as a P4’ 250LM, a 3.3-litre V12, driven by the most unlikely pairing ever to win an around-the-clock race: Jochen Rindt and Masten Gregory. Ford returned in 1966 determined to bury Ferrari. This time there were eight of Ford’s even more developed Mark 2 GT40s, McLaren and Amon having played their part in the evolution of the model from muscle car to racing car. This time the two Kiwis would be paired together in a car painted black with two



Ultimately, what happened is largely irrelevant because a pair of Kiwis prevailed and another shared the second-placed car. It was a wonderful day for New Zealand motor racing



silver stripes and the logo of the recently formed Bruce McLaren Motor Racing. Miles, a California-based Englishman from the Midlands, had started the 1966 endurance racing programme in the best possible way by sharing the winning car in the 24 Hours of Daytona. Next came victory in the 12 Hours of Sebring, meaning that he was on track to be the first man to win 'the big three' in one season. His co-driver for the two Floridian enduros, Lloyd Ruby, had been hurt in a crash at Indianapolis and his replacement came in the highly capable form of Denny Hulme.

So, eight seven-litre Fords and 16 drivers who included three Kiwis. Ferrari's challenger for 1966 was the 3978cc P3, unsurprisingly a V12. Although four were entered, only two arrived. However, Ford's weight of numbers could not guarantee victory, let alone the crushing domination the company desired.

With six hours to go, only three of the big Fords were still running and it was critical that they not race each other and thereby risk putting unnecessary pressure on the remaining runners.

### **"Go like hell!"**

The Ford hierarchy proposed a dead heat between the two cars still on the same lap: the black car of McLaren and Amon, and the pale blue one of Miles and Hulme. After initially giving this suggestion the nod of approval, the authorities then decided that the black car would still be the winner by virtue of having travelled a fraction further during the 24 hours because the Kiwi pair had qualified fourth and started further back on the grid whereas their rivals for victory had started from pole. During the race, McLaren had a huge decision to make. The other leading Fords were on Goodyears whereas Bruce and

Chris were both Firestone-contracted drivers, but the tyres on their GT40 weren't doing the job. Despite the fact that Firestone was largely funding Bruce's new organization he made the call and Goodyears were fitted.

Chris, who was now driving, got the clear message from the senior Kiwi: "Go like hell!"

And so he did. The time that had been lost was recaptured and, as Chris subsequently told me, "We both drove like we were in a Grand Prix".

Bruce was in the car at the end and Chris, nervously watching from the pits, recalled, "I wasn't sure who'd won".

There has been conjecture as to whether Bruce accelerated at the end to ensure victory or Miles purposely dropped back out of utter frustration at being told to hold position and thereby being denied the triple in one calendar year. Ultimately, what happened is largely irrelevant because a pair of Kiwis prevailed





**Above and right:** The Capella

**Left:** Chris hitches a ride as Bruce steers the winning Ford GT40 to the victory circle

and another shared the second-placed car. It was a wonderful day for New Zealand motor racing. Yet before the days of 24-hour television feeds, the internet, and other modern means of communication, this outstanding feat probably did not get the recognition it deserved. And from what I've heard of the film's conclusion, that's still the case today.

## The Capella

My favourite New Zealand special turned up at the superbly organized MG Classic at Manfeild in mid November looking every bit as magnificent as the first time I spied her at Teretonga several haircuts ago. Perhaps it's my affection for Indy roadsters that is part of the attraction to the Capella II because there is a certain similarity with the slightly offset seating position, tyres that look like they wouldn't be out of place on a Boeing, and the triple SU carburettors. Of course the engine is mounted ahead of the driver, so it's slightly surprising to discover the car was first raced in 1965, by which time the movement to a rear-mounted set-up had been in vogue for nearly half a dozen years.

Bill Barber built the Capellas on his farm at Glencoe in Southland, named as a result of his keen interest in the solar system. The first Capella was a fibreglass sports car with a side-valve Ford V8 while the third Capella, a scaled-down Ford GT40, was never completed.

## A little bit of everything we love

The second Capella is everything we love about Kiwi one-offs: Renault Dauphine steering rack, Vauxhall ball joints, Jaguar rear



end with inboard brakes, four-speed Zephyr transmission, and home-made shifter. Power comes from a Mk3 Zephyr straight-six mounted on a 30-degree incline and fitted with the all-important Raymond Mays alloy cylinder head. It wasn't the original power plant but the supercharged Vanguard had a habit of blowing up at inconvenient moments.

Julie and Grant Clearwater have owned this beauty since around 1990. I watched Grant going great guns on a damp Manfeild Circuit Chris Amon. Just as I was working out some words in my head for this issue, the car snapped sideways and for a moment my heart sank. The pilot's wife, watching from only a few metres away, clearly thought the same thing judging by her animated expression

but the highly capable chauffeur gathered it all up and continued even faster.

Grant has many treasures but it is obvious that the Capella II has a special place in his heart.

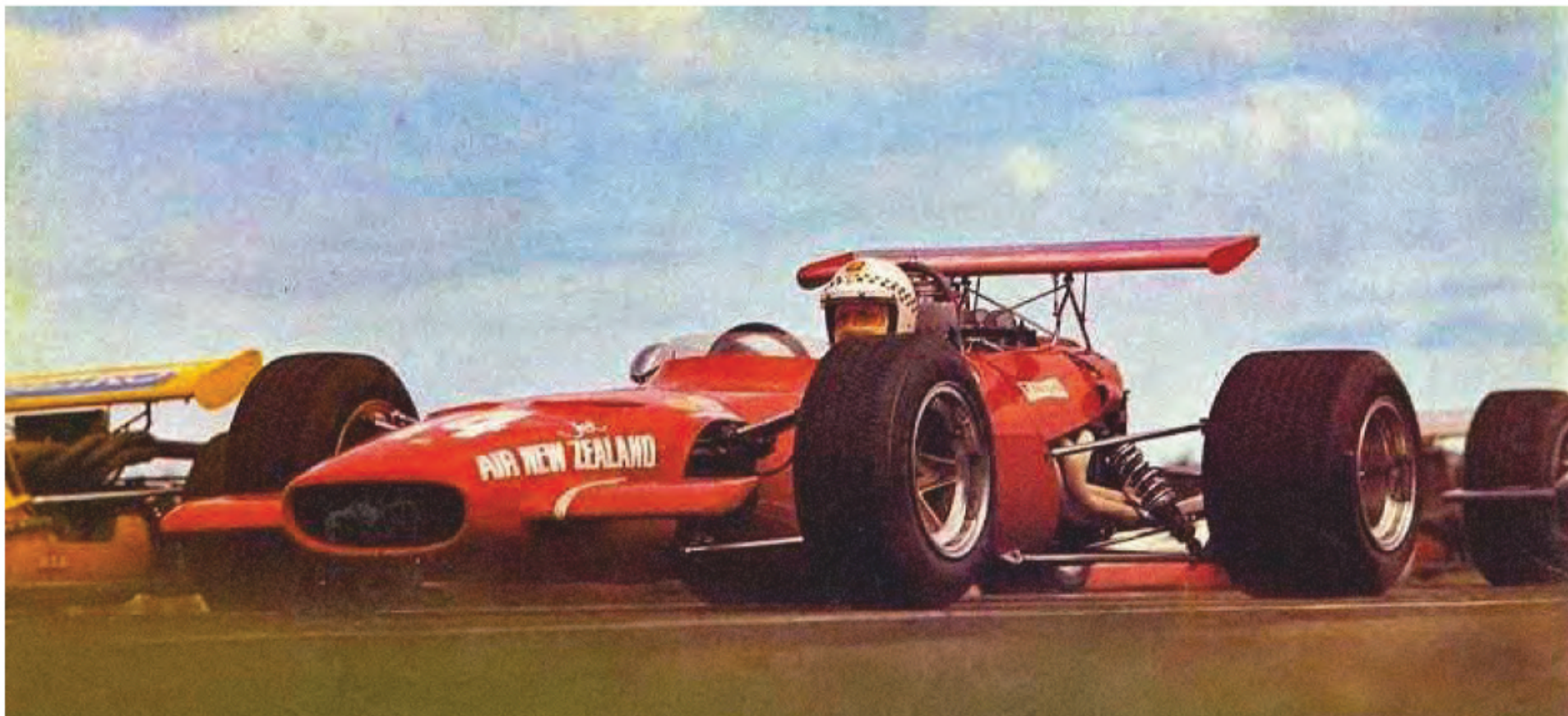
"It's full of very innovative ideas and parts, some of which were very new to the market in 1964. Having the engine set over at 30 degrees allows the driver to sit very low beside the transmission," he explains.

As for Bill Barber: "He was, and still is, well ahead of his time," says Grant. "He still builds aeroplanes today."

It was a delight to see the Capella again. Grant told me, "We last had her at Manfeild in 1997 and today we're eight-tenths of a second quicker!"

That's serious progress over 22 years.





**Left:** Ron Grable's modified McLaren was a contender in the 1970 Tasman Series ...

**Above:** ... but the Ferrari of Graeme Lawrence won the Cup

**Right:** 1960 NZGP poster



## Kiwi racers

A couple of issues ago I made reference to how much an American friend was enjoying the copy of *Historic New Zealand Racing Cars* I'd taken him as a gift. The author Steve Holmes must be tickled pink to discover that the highly acclaimed English publication *Classic & Sports Car* has given his book a more than half-page review in its December issue, has also chosen it as Book of the Month, and is calling for volume two.

## VWs galore

Pushing a pram along Tamaki Drive in Auckland while being pummelled by a fierce off-shore wind had a delightful ending when we happened upon a car club gathering at St Heliers on a Sunday in early November. A wide range of Volkswagens was on display — most beautifully presented and their proud owners only too happy to chat. As car club officials seemingly like to do, they had grouped vehicles by type, meaning that the more modern GTIs and VR6s were slightly dislocated from the old Beetles, Kombis, Fastbacks, and a solitary Karmann Ghia.

Our nearly three-year-old grandson was

especially taken with the Kombis and we were delighted to be given a tour of the Brazilian version owned by Jeremy Parkinson, who produces the Radio New Zealand's *First Up* programme. Jeremy's Kombi has a 1.4 engine and a most distinctive grey livery. His kids are looking forward to a summer of camping in his recent acquisition and one hopes that this exposure of our kids and grandkids to the car hobby will keep clubs like this and others alive for decades to come.

## Grand Prix time

For many years, January meant crowds flocking to the New Zealand Grand Prix (NZGP). In March we will look back at the first race to carry that title because it will be 70 years since some 20,000 people turned up to Ohake. Once the event moved to Ardmore, the date was the first or second Saturday of January.

The field 60 years ago was the best yet. Newly crowned world champion Jack Brabham was taking on Stirling Moss with Bruce McLaren the other leading contender. The Kiwi was the meat in an Aussie sandwich, with Brabham winning and Bib Stillwell third.

A decade later and the 1970 Grand Prix (GP) was round two of a new era for the Tasman Series because the majority of the noise now came from these new Formula A cars. Instead of world champions and household names, the field comprised more Americans than we were used to seeing and Kiwis now had a serious chance of winning. Our leading contenders were Graham McRae in a five-litre McLaren–Chev, and Graeme Lawrence who'd gambled on the reliability of the smaller 2.4-litre V6 Ferrari that Chris Amon had used to win the 1969 Tasman. The gamble paid off because, although Australian Frank Matich won the NZGP in his McLaren 'A car', Lawrence won the title.

By 1980, F5000, as the Formula A cars became known, had been killed off and Steve Millen won the GP in a Formula Atlantic, or Pacific down here, Ralt RT1 in a two-heat affair with young Kenneth Smith winning heat one. Speaking of Kenny, the word at Manfeild was that the Lola T332 with which he has dominated Historic F5000 racing over the past few years has been sold to a museum. Given he's only 78, I have no doubt that retirement is far from his mind. ■



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Letters

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### COOPER IMP CREATOR CREDIT

An excellent article and photos of Colin Waite's Cooper Imp [Issue No. 348]. However, I think that mention should also be made of the man who changed the car from a Cooper Triumph to a Cooper Imp.

Ian Cullen, a farmer from Maungaturoto, Northland, fitted the Imp motor, working in a shed on his farm. It was a very neat installation despite lacking, no doubt, some of the engineering facilities and expertise of the people who helped Colin in his excellent restoration.

Ian was a great bloke who drove neatly but determinedly as the photos prove. I list below some of his results in Northland Car Club events.

Cooper Triumph: Austins Rd Hillclimb, three firsts overall, a second, a third, and a fourth in the early '60s; Ormandy Rd Hillclimb, early '60s, first overall; Puhipuhi Gold Star, third in



class, and McLeans Rd Hillclimb, third.

Sadly, Ian passed away a few years ago. In his later years he built a home-made aeroplane so his spirit of adventure continued.

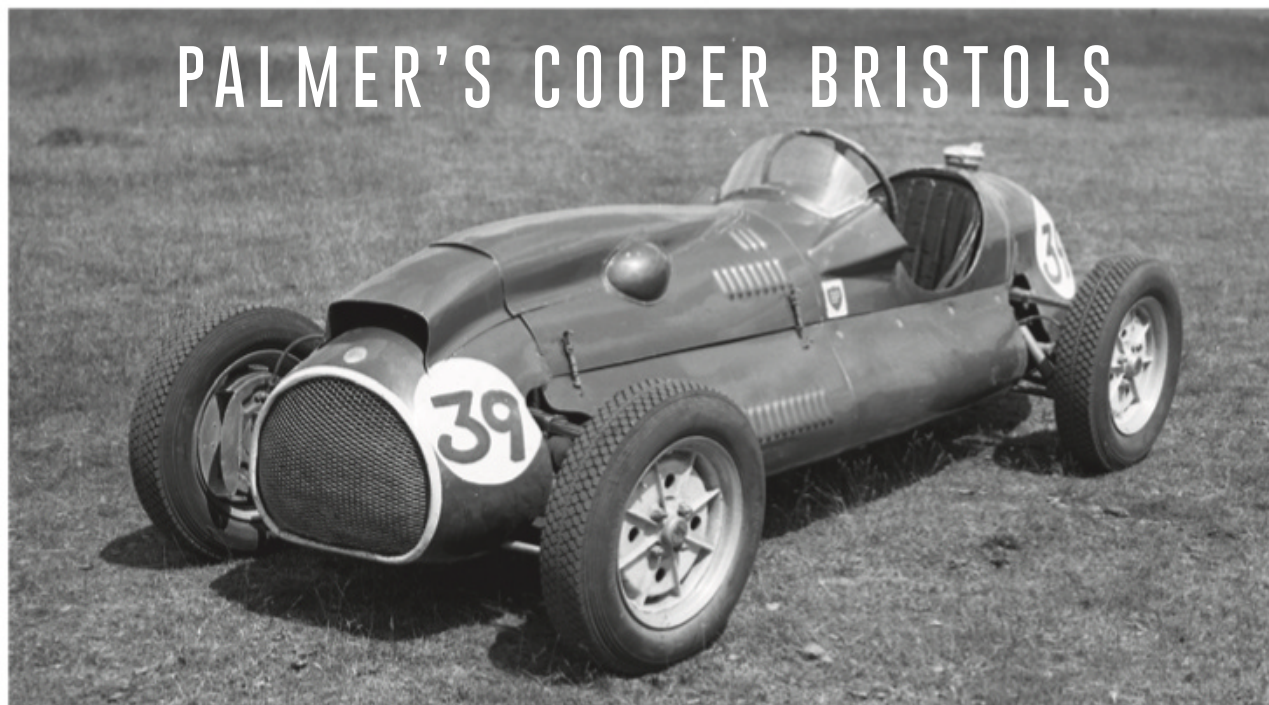
**Brian Skudder**  
Hamilton East

### A MISTRAL MIRAGE

Very interested in your recent article on the Mistral kit car [Issue No. 347]. It brought back memories from over 50 year ago when I sold my first sports car, a much abused 1939 MG TA, to invest in a kit from Emslie and Flockton in Dunedin, it must have been around 1964. The complete body was as described but also a chassis designed to take an E93A Ford 10 donor car; essentially a two-tube ladder frame with outriggers and mountings for front and rear suspension. As part of the deal they undertook to shorten the Ford torque tube and drive shaft and cut and bush the front axle beam. It all arrived courtesy of NZ Rail and I set to work in a rented garage with a nice inspection pit full of water. I was studying towards a science degree at Canterbury University on what was then called a Division U scholarship. The Education Department paid very good money if you were willing to attend a year at training college and do three years' teaching after graduation. Living free at home, the Education Department's investment went straight into the car. The only photo I have is of the rolling chassis, but I got the car close to finished before, completely brassed off halfway through the teachers college year, I headed for Canada to become a lumberjack or something. I sold the car for a fraction of the money I had invested [you mean that the Education Department had invested — Ed.]. Skip forward about 30 years and I spotted a Mistral sans motor in a farm shed south of Hamilton. In a mistaken effort to recapture my lost youth I made an offer and carted it back to Rotorua. It sat outside under a tarp for about three years before I was given the word by the other half to get on with it or get rid of it. It went south, supposedly to be built into a club racer. Great magazine, keep up the good work.

**Gordon Hosking**  
Mangawhai

### PALMER'S COOPER BRISTOLS



Further to the discussion about the Cooper Bristol driven by Gavin Quirk at Levin on October 22, 1956 [Readers' Writes, Issue No. 346 and No. 348]. That car was the first Cooper Bristol raced by George Palmer and was sold to Quirk in 1956.

Palmer had another two Cooper Bristols,

one which was sold to Jack Malcolm and the other to Len Gilbert.

The attached photo shows the Palmer/Quirk car at Levin in November 1958 when the car was being raced by John Mansel.

**Milan Fistic**  
Paeroa



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#### **New Plymouth**

Arthur & Low

#### **Palmerston North**

Auto Radiators Palmerston North

#### **Wellington**

Abel Smith Capital Radiators

#### **Nelson**

Richmond Exhaust & Radiator Specialists

#### **Christchurch & Rangiora**

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Car Cool Rangiora Radiators & Air Conditioning

#### **Timaru**

Timaru Radiator Repairs

#### **Gore**

Muir Radiators

#### **Invercargill**

Auto Radiators (1999)



# INTEGRITY

In my last column I alluded to the Minister of Transport giving the New Zealand Transport Agency (NZTA) a ‘pull-through’ over some warrant-of-fitness (WOF) problems, and also mentioned that Vehicle Inspection New Zealand (Vinz) was apparently certifying its own imports, amounting to some 175,000 vehicles a year. I said that was akin to placing Cookie Bear in charge of the cookie jar!

Since then I’ve done some more research into this and discovered that, in the end, we have yet another classic government backdown to powerful industry interests.

In November 2018, one Thomas Coughlan, a Newsroom reporter, did an exposé on the vehicle import industry, in which there are several players. He said, “One of New Zealand’s largest used car importers is flouting international rules designed to stop importers from testing their own vehicles, and the regulator has done nothing to stop it”.

Three companies, Japan Export Vehicle Inspection Centre (Jevic), wholesaling importer Nichibo, and Vinz, together import and certify thousands of cars from Japan each month. What was not communicated initially to NZTA was that these three companies, while originally separate and which operated in different parts of the import chain, were later (in 2015) owned by the same Japanese company, Optimus. The reporter stated that this flouted an international standard to which New Zealand adheres, and NZTA’s licence to both Jevic and Vinz forces them to disclose conflicts “immediately”.

## Immediately — well, soon. Soonish.

It seems that in this instance ‘immediately’ meant around 12 months. In that time the companies had imported thousands of vehicles. So, being right on the ball as it were, NZTA issued a formal warning — in 2017. No messing about, then!

There is a very good reason for making sure that an importer cannot and should not test and certify any vehicle in which it has a financial interest, lest the tester face pressure to certify a vehicle as roadworthy when it might not be.

Those of you who own imports may have noticed — even been persuaded to buy as a result of sighting — that small circular label on the front windscreen that certifies that the mileage is deemed correct. The actual sticker reads “AA odometer verified e-certificate”. I was never convinced that some odometers have not been rewound via the computer diagnostic socket hidden away under the dash that taps into the vehicle’s computer, and I’m even less convinced now!

## Conflict of interest

Jevic holds a licence from NZTA to import vehicles from Japan, while Vinz holds a

licence for vehicle testing. The integrity of the whole importing / safety-of-vehicles process depends on the border process being open and transparent. Now, remember that Nichibo is a company that purchases cars in Japan for the purpose of export, Jevic carries out the checks before the cars are exported, and Vinz certifies the cars on their arrival in New Zealand. If these were all independently owned companies or businesses, there’d be no real issue, but there is when just the one company, Optimus, owns all three. Who is going to believe that there was never any pressure to certify a dodgy vehicle as being safe?

As one would normally expect, in November 2018 our intrepid Minister of Transport announced a proposed policy shift which included the following changes:



Just who is running the system?

- “clarification of the definition of ‘conflict of interest’;
- strengthened controls for appointing used vehicle entry certification inspectors and organisations to avoid these conflicts of interest; and
- making sure that all vehicle inspectors and organisations have an ongoing duty to tell us about any conflicts of interest that arise.”

## Consulting the industry

These proposed policy changes would have meant that, for any new appointment or renewal, the NZTA would no longer allow an inspection organization to carry out entry certification for a vehicle if that organization, or a related party, like a parent company or subsidiary:

- “has an ownership interest in the vehicle; or
- has conducted border inspections for the vehicle.”

There was initially a two-week consultation

on the proposed changes in November 2018 but industry demanded more time so the deadline was extended to March 2019.

There were some ‘interesting’ themes to the submissions. Space restrictions do not allow for full coverage, but the most interesting one was: “Third party compliance centres and importers/dealers are putting pressure on vehicle inspectors at point of certification (ownership of the vehicle is not the major issue). This is because an importer’s/dealer’s profit is dependent on the vehicle passing the inspection without repairs, and the compliance centre’s profit is dependent on maintaining the importers/dealers as customers.” Well! Whoever thought it would be about money?

## “A more effective assurance solution”

As a result there was the inevitable backdown (read ‘wet bus ticket’ solution) and the decision that, “After careful consideration of the feedback, we have decided not to proceed with the policy consulted on, but instead implement a more effective assurance programme to ensure the integrity of entry certification decisions.”

That translates to ‘We’ll be doing very little’ — as we’ve all seen how well NZTA’s monitoring of agencies has worked so far, especially in relation to the heavy vehicle certificate of fitnesses to name but one example.

So the industry wins again. Those with good memories will recall how the industry forestalled the introduction of frontal impact standards for a number of years and to this day has effectively prevented the introduction of any emission controls. Remember the importers removing emission controls off early imports in the late 1980s because they ‘impaired performance’? Let’s not forget, either, those rust issues with early Nissan Terranos that needed a \$3500 fix to fit a replacement rear floor section around the seat-belt anchorages. NZTA knew of that problem for some five years before implementing a repair requirement for WOF purposes — conveniently, after most dealer stocks were emptied of that model!

Many columns back I maintained that the safest car to buy is a New Zealand–new one, as mileage is easily checked via service history and WOF inspection history — providing of course that the tester doesn’t record the tripmeter reading, as one fellow did with an old Triumph 5TA motorcycle of mine. That immediately brought up the “Warning! Odometer may be incorrect” notice on the CarJam report. I gave up on trying to get that corrected.

So, so far, all that huffing and puffing about conflicts of interest around imports and compliance testing has achieved ... absolutely nothing. ■









# EVERY KIWI DESERVES A RELIABLE GARAGE DOOR.

## BEHIND THE GARAGE DOOR

We take a peek at a handful of your ongoing classic car restoration projects



## KEN MUIR CAR COLLECTION — EDENDALE

Words and photos: Quinton Taylor

Southland car enthusiast Ken Muir joins a growing group of car enthusiasts and organizations in the region, including the Southland Sports Car Club, working hard towards an ambitious plan.

With the backing of sponsor Bill Richardson Transport World, signing up for the next 10 years, the forthcoming George Begg Classic Speedfest, with a special display of Begg cars, set to be held at Motorcycle Mecca in Invercargill next February, is shaping up to be a fantastic event.

"I intend to return as many cars to Southland as possible built by George Begg," Ken explains.

We recently visited his amazing collection

of cars and motoring memorabilia to view his latest additions: the Begg-Daimler and the first twin-cam racing cars.

Recently purchased from Brian Grant, the Begg-Daimler still sports its Chevrolet V8 engine used for classic Formula 5000 racing.

"I also have a Daimler V8 engine, along with the original twin-choke downdraught Ford carburettors which George originally used to save a few dollars. I want to get the car back to as close as possible to the way he built it," Ken says.

Alongside, is the first twin-cam George Begg built, and it is ready to run in February's Speedfest. The Begg-Daimler will take a bit of work before it will be finished.

Spread around his large shed is an equally

interesting array of classics, along with electric-powered miniatures of well-known cars. Ken builds these on mobility-scooter chassis in his period-styled workshop, using a wooden frontage from his old farm workshop.

His latest acquisition is a very tidy Sunbeam Alpine sports car found after being in storage for many years. Ken is currently in the process of preparing the car for the road.

There is also a restored David Brown tractor in among this varied group of cars, many of which Ken has raced on the track and in hill climbs and rallies.

His sentimental favourite, though, is still the immaculate white MG TF, which he and wife Jill have driven many miles. For something a bit zippier in the MG line, there





If you'd like to let us in behind your garage door, send in a few pics and a brief description of your project to [editor@classiccar.co.nz](mailto:editor@classiccar.co.nz)



1. Preserving our heritage: Ken Muir is one of many keen to see cars built by George Begg returned to Southland. He is seen here with the Begg-Daimler (blue) and the first twin-cam
2. What a collection! Mini Leitch Sprint, Almac Cobra, Fiat 125T, Mini Cooper (Australian version), Porsche 944T (silver), and Porsche 968
3. Ready to race: Lotus Cameron 23B sits next to a rare South African race-prepared MG F used in the Targa Tasmania
4. A varied stable headed by a Porsche 930 Turbo and a Ferrari 355
5. Small wonders: Ken makes these amazing little replicas built on modified mobility-scooter chassis
6. Sentimental favourite: after many years, Ken and Jill Muir's MGF is still their favourite car in the collection



is a very tidy MGB GT V8, or alternatively, there is the rare race series South African-prepared MGF, which was entered in the Targa Tasmania a while ago.

Ken loves Ferraris and his latest version following on from a 328 is a 355 Spyder, in red of course.

A motor engineer by trade, Ken has dabbled in other professions, including farming. He is now able to concentrate on building his collection of classics, which now includes some amazing cars, such as a very original Porsche 930 Turbo, in which we had a short but very enjoyable drive.

"I just enjoy collecting cars like these and preserving them. I now have more time to do that," he says.







# HOLDENS HEAD NORTH

HOT HOLDENS ARE ALREADY HIGHLY PRIZED BUT THE GROWING NOSTALGIA FOR THE MARQUE MEANS THE TIDE IS RISING FOR THE FAMILY VERSIONS TOO

Words: Ben Selby Photos: Library

The demise of Holden Australia as we knew it in 2017 left a bitter taste in the mouths of the Holden faithful. In the wake of the collapse of Australia's, and to an extent New Zealand's, favourite car brand — well, apart from Toyota — the value of the classic Holden has been going up and up.

With the exception of high-end rarities such as the Commodore VK Group A, Monaro GTS, and Torana SLR 5000, it seems the Red Lion models seeing the biggest rise in value are the 'everyman' Holdens we took for granted four decades ago, idling outside the fish and chip shop at Taihape or whisking our nearest and dearest to the campground, caravan in tow.

"In my opinion classic Holden prices were already rising pre the Australian production cease. I also believe that the everyman cars will see a further rise due to good old-fashioned supply and demand," says

Blackwells Holden general sales manager George Wallis.

## Premiers and Kingswoods going nuts

So which cars have seen the greatest price hike in recent times? Well, one can easily point to the saloons and wagons from the '60s and '70s. Once a dime a dozen, now the likes of the Premier and Kingswood are going nuts. Joshua Bentham is a member of the Holden Enthusiasts Club Christchurch, and is certainly no stranger to the turning tide, but only for those models post 1970.

"I think the market for pre '70s has been very flat in recent years and the '70s has seen the greatest increase, especially HQ," says Bentham.

The good old 'Kingy' has stood the test of time, becoming the workhorse transport for families, business executives, and of course the New Zealand Police. When one puts





a Kingswood and the latter of those three people groups in the same sentence, one can't help but reminisce about HQ police cars being driven in anger in such films as *Goodbye Pork Pie* and *Smash Palace*.

### A love affair with Holden

Five years ago, you could pick up an HQ or HT with good service history and in relatively good condition for anywhere between \$10K and \$15K. Now, since the end of Holden as we knew it, owners and fans alike are starting to get protective of their old straight-six road-going battle cruisers, and this has pushed values up considerably. Plus, thanks to the ill-fated HQ racing series, which saw many HQs leave this world and enter the automotive afterlife, it is certainly getting harder and harder to find a good one.

Peter Hendriks is an automotive painter at Auto Restorations in Christchurch. He is also a huge classic car buff and really appreciates a classic Holden. With an HR Premier and EK wagon taking pride of place in his garage, he knows New Zealanders' love affair with Holden means people are starting to pay mega dollars for a piece of nostalgia.

"Kiwis have become very nostalgic with Kiwiana these days. The everyman Holden was a huge part of that," says Hendriks, "with Holdens like the Kingswood, Statesman, and Premier being used as family wagons or as overnight accommodation, so many former owners want to go back and revisit their youth," he says.

Peter has owned his HR Premier for 22 years and has seen the market take off in recent years.

"If you want a half-decent Premier, Kingswood, or Statesman, you will have to set aside at least \$20K for something complete and in decent condition. Compare that to a number years ago when you could go to an auction house and find the same car for \$2K."

### Demand exceeding supply

With the supply of '60s and '70s Holdens getting shorter and shorter, plenty of owners out there are asking for top dollar. They are starting to wonder whether they will ever find another HQ, HT, or HR like this,



so they bump up the price accordingly. Therefore, if you find a good one, you may end up fighting either with competing bidder, or even the seller, to get it for a good price.

When you do find a Kingswood, Premier, or Statesman that tickles your fancy, finding a matching-numbers example isn't easy, but it's worth it, according to Peter Hendriks: "A lot of Holdens of this time were engine swapped, especially the early ones. If you are looking for an EK, EJ, etc., make sure it has the correct engine for the chassis. Some like an upgraded or modified engine of later years, but if you are looking for an investment, look for a matching-numbers example."

According to Joshua Bentham, it also pays if you show the seller that you 'bleed Holden red', figuratively speaking.

"When buying a classic everyman Holden, it is certainly easier if you are in the know and harder if you aren't. Most sellers seem to trust existing classic Holden owners. There are still some hidden in sheds and these are bound to come out as it passes through generations," he says.

An everyman Holden like a Kingswood, Statesman, or Premier is like a family heirloom, something to be handed down through the generations. It is a shame that back in their heyday few thought to hang on to them; they were just so numerous on New Zealand roads.

Well, as Bob Dylan said, "The times, they are a-changin'," and if the market trends observed by enthusiasts and experts are anything to go by, these workhorse Holdens need to be snapped up now or you might miss out.



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### BATHURST HOLY GRAIL

1969 HOLDEN  
MONARO GTS 327  
\$220,000 o.n.o



A genuine, matching-numbers, original 1969 Holden Monaro 327 GTS from the Adelaide factory, with all the option boxes ticked. When new this car had 'all the fruit': tramp rods, factory outback Bathurst tank, 327 motor with Saginaw box, limited-slip diff, vinyl roof, factory radio, and four-foot aerial. These original bits and pieces are still all present. The flawless factory colour

is also still there, along with an absolutely pristine black vinyl interior.

This classic is growing in stature daily and needs to go to someone who will use it and treasure it. The owner will consider a part trade only on an SLR, A9X, XU1, or HQ GTS.

Contact David: 027 812 3654, or email [ddholloway007@gmail.com](mailto:ddholloway007@gmail.com).



### MIGHTY MUSTANG

1965 MUSTANG

POA

In 1964 Ford breathed new life into the car industry with the release of the Mustang. The pony car era in the US was up and galloping. Although the Mustang officially launched as a 1965 model, the earliest, produced in 1964, are prized for being '1964½' models.

This one was produced just three days after the '64½ cut-off. It was imported into New Zealand in 2004 but the then-owner lost enthusiasm and sold the pile of parts to today's seller.

Nothing has been left undone in the restoration of this 4.8-litre Windsor-engined gem. It's been photographed at every stage and the seller will hand over all the details.

Early Mustangs are highly prized; the chance to own such an incredible example is even more rare.

Contact Richard Foot: 027 444 1551, or email [richard@retrocar.co.nz](mailto:richard@retrocar.co.nz).







# CONTINENTAL CRUISER

1976 FERRARI 365 GT4 2+2  
\$150,000 ono

Sold new in the UK in 1976, this Pininfarina-styled 4.4-litre, 254kW, V12-powered, five-speed manual continental cruiser is one of only 133 right-hand-drive examples built. It has undergone major restoration work in its life and comes complete with receipts for \$276K worth of revisions. Recent work includes an overhaul of the air-conditioning system, servicing and tuning of the six double-choke Webers, servicing of the distributors, and new brake lines, spark plugs, HT leads, battery, high-torque starter motor, and exhaust manifolds. The correct Michelin XWX tyres have also been fitted. All filters and fluids have been replaced — the list goes on. A complete list and receipts are available. The Queenstown car has been driven only 15,000 miles (24140km) since a restoration in the UK. It is a reliable, very straight, and very well-maintained car. The owner is selling to make way for a 1969 Lambo.



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# 50 YEARS AGO WE WERE TREKKING

1970 TREKKA

\$49,995

The 3/13 long-wheelbase Trekka. Between 1966 and 1973, nearly 3000 of these Kiwi icons were manufactured. The Trekka was the only ever New Zealand-designed and mass-manufactured vehicle. This incredible example was fully restored in 2015. That year, it finished a commendable fifth in the Masters Class competition at the 2015 Ellerslie Intermarque Concours d'Elegance. This Trekka is in flawless condition in every way. It's a true museum piece — or you can enjoy driving it, when you're not in a hurry to get somewhere. The Trekka sits on a Skoda Octavia chassis and inline-four 1221cc engine. Relatively few Trekkas survive and this example is certainly the best. The Trekka and its story are becoming increasingly recognized as a part of Kiwiana — a uniquely New Zealand legend that can be yours. Contact Stuart: 021 252 5778, or email [stuart.billbrough@gmail.com](mailto:stuart.billbrough@gmail.com)



## MUSTANG SALLIES FORTH

1985 GROUP A MUSTANG  
POA



An impressive racing pedigree complete with all the Group A homologation paperwork (what Ken Hopper refers to as the 'golden ticket' to go motor racing) is a part of this car deal. One of only a handful of Group A Mustangs built, it is a car not often found.

Now restored by Ken, the Fox Body Mustang had multiple starts at Bathurst and other Australian tracks. It was then imported and competed at various events here. These included races at Queenstown, Timaru, and the Wellington street race.

The package includes a fully specced Group A 302 motor, Getrag gearbox, and diff — Atlas axle, Detroit Locker, 28-spline axles with fully floating safety hubs. Spares include another motor, gearbox, and diff — all as already installed — and a complete set of panels, which includes the nose clip and the hard-to-find rear hatch assembly.

The car is completely restored and ready to go racing from day one in either classic or historic events.

Contact Ken: 09 416 4347, or email [dandkhopper@xtra.co.nz](mailto:dandkhopper@xtra.co.nz).







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## **SOUTH CANTERBURY HYDRAULICS SOUTHERN CLASSIC 2020**

THE CLASSIC MOTOR RACING CLUB of NZ has played an important part of classic motor racing in the South Island since its inception in 1983. The club was involved in organising the famous Waimate 50 revival in 1991 through to 1999 and was also involved in the Queenstown street sprint in 1988. More recently, we organise club events and the well respected Southern Classic held on the second weekend in February. Formally known as the ENZED Southern Classic. We are entering a new era with a change in sponsor for 2020 and will be known as the SOUTH CANTERBURY HYDRAULICS SOUTHERN CLASSIC



We have an exciting line up of classes starting with the 50th anniversary of the OSCA (open saloon car association) we are also celebrating 60 years of MINI Racing, including the classic and historic mini. Also competing will be the Mobil 1 Mainland Muscle, The Historic Muscle & Historic Racing Saloons, the Classic saloon, Continental Rennsport, Formula Libre, VCC & Historics, Sports and GTS. Join us for an exciting weekend of classic motorsport.



For more info contact Brian Dixon, Race Organiser: [bddixon48@gmail.com](mailto:bddixon48@gmail.com) Classic Motor Racing Club NZ



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## PERFECT SURVIVOR

1981 HOLDEN  
COMMODORE BROCK  
HDT VC MANUAL  
**\$85,000**

Only 500 of these rare beauties were ever built and this one is build number 083. It is a real slice of history. Peter Brock's HDT car-building

business was not like other places, where raw materials go in one end and cars come out the other. The folk at HDT made a serious attempt at grabbing Holden's premium Commodore sedan, the SL/E, and turning it into a luxury express with dynamic qualities. The five-litre 308 V8 is at the heart of the beast and drives through an M21 four-speed manual box.

The car comes with updated WOF and rego. A number of finance options, from no deposit, are available.  
Contact Ian: 021 777 000.



## BIGGER THAN TEXAS

1960 FORD MERCURY  
COMMUTER  
**\$130,000**



A very, very rare car even in the US; here, it is the only registered example. This is a full-size American station wagon from the 1960s era of styling excess.

The car was imported in about 2012 and the current owner was the first in this country. It is very original and has the patina that only 60 years of motoring can create. The mostly original paint, 312ci Y-block motor, Ford-O-Matic transmission, and an interior that has its original upholstery are all a part of that. The owner also has the original wheels and hubcaps.

Recent work includes pulling the motor for a complete service that included all oil leaks, head gaskets, timing gear, power steering, and brake work. The car rides on Bilsteins and drives very nicely.

The owner will consider a part trade for a motorhome/caravan or a '63 Thunderbird or hot rod classic car.

Contact Keith: 027 673 3374, or email [cavemanproductsnz@gmail.com](mailto:cavemanproductsnz@gmail.com).





## STUTTGART STUNNER

1966 PORSCHE 911

**\$150,000 ono**

A very rare, early Porsche 911 (chassis number 303404, wheels date-stamped '1965'), and imported from Arizona, US in 1997. The car was selected by a professional vehicle appraiser before an extensive-but-careful restoration to preserve the original patina. The air-cooled motor was completely rebuilt in the Britten Motorcycle workshop in Christchurch. The car has never required any rust repairs, it has only done 16,000km since the rebuild, and still has the distinctive growl that only the early 911s have. These models have become a collector's car par excellence and this one will only grow in status. The owner will provide a video link and has copies of the factory build sheet and other paperwork.

Contact Kevin: 021 636 642 or email [kevinclearynz@gmail.com](mailto:kevinclearynz@gmail.com)



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## AMERICANA

1965 PONTIAC  
BONNEVILLE

\$70,000



From the first year of production of the fourth-generation model, and almost as grand as the salt flats it is named after, this car has only had one New Zealand owner and was restored here in 2008. The left-hand-drive, two-door, wide-track convertible has the 389ci (6.4-litre) big block 325bhp (242kW) motor and three-stage Turbo Hydra-Matic. In 1965 the Bonneville's thoroughly modern styling and design pushed *Motor Trend* magazine to name it as its Car of the Year. Today, 55 years later, its time has come again. A rare chance to own this original and quintessential piece of Americana.

Contact Brian Stephenson: 027 273 7942.



## GET IN QUICK

1964 MERCEDES 230 SL

\$69,000 ono

In Issue No. 347, we featured a 280 SL Pagoda for \$180K. It was quickly snapped up, so here's another. This one is definitely a project, but we chose to feature it as it offers a way to get one of these very rare, in-demand classics without having to pay so much upfront.

This 230 is an example from just the second year of production. It came to New Zealand

from dry, warm California, where it had spent 31 years with its last owner. The chrome, the new whitewall tyres, the clock on the dashboard, the soft-top, the hardtop, the factory tint glass — everything is there, and all the numbers match too. Also included is a prefabricated soft-top and an interior upholstery kit.

For details, call 021 163 6856.







## POCKET ROCKET

2002 MERCEDES AMG  
SLK 32

**\$23,750 ono**

A special Mercedes convertible, the SLK 32 is the only AMG version of the original SLK. AMG worked its magic on the car by supercharging the V6 260kW motor, to give it the performance for which it was designed. This car was New Zealand-new — believed to be one

of nine — in Mercedes classic black. It has been enjoyed by the present owner for the past 15 years and has travelled approximately 57,000km. A folding hardtop gives open-topped motoring with the security of a roof. The car is complete with the personalized number plate 'SLK 32'. A future classic built by Mercedes-Benz to last, and powered by AMG to bring a smile to your face! Contact Mark: 021 240 9200, or email [jmt.wells@gmail.com](mailto:jmt.wells@gmail.com).



## STAR INSURANCE TAKES ON THE IRON TRIANGLE

*Owners of classic cars naturally want the best protection for their pride and joy. When it comes to choosing the best insurance, most companies provide the basics like good backing and adequate security ratings. So how then do you decide which to choose?*

Traditionally, when buying any service like insurance, you have three options — value, service, and price — but can combine only two of the three. This approach originates from what is known as the 'iron triangle' (or 'project-management triangle') theory from the 1950s.

The triangle's three key points are: good, fast, and cheap. You can have any two of these but never all three. There's always a trade-off. Cheap + fast = lower quality; fast + good = expensive; and good + cheap = you will be waiting. Choosing which two comes down to your priorities. Let's look at how this relates to buying insurance.

### Value (Good)

This can be something you were not expecting but it's there and it's valuable and its useful. Insurance policies from Star Insurance Specialists include the widest range of additional, value-added benefits.

### Service (Fast)

Star has always been focused on service because this is a fast track to customer happiness, which is the company's ultimate goal. It provides self-service options online but prefers human interaction to provide tailored insurance to fit each customer's specific needs.

### Price (Cheap)

Normally, if price ultimately determines your decision, you would miss out on one of the previous two benefits. Fortunately, Star's insurance premiums beat market averages because Star recognizes that price is important to its customers.

Star will always focus on providing great value and service. Fortunately, its prices mean it outsmarts the iron-triangle approach and its competitors to provide three for three for its customers.



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# NOTICEBOARD

Classic news and views



## IN SUMMER, CAR PEOPLE COLLECT IN KUMEU

Hot cars, cool caravans, bikes, beards, and barbecues — the Kumeu Classic Car and Hot Rod Festival is the place to be this summer.

The hottest of hot rod festivals is gearing up with new attractions, but it retains the magic that has made this show one of the country's biggest car events for the past 26 years.

The Kumeu Classic Car and Hot Rod Festival will take place on the weekend of 18 and 19 January at the Kumeu Showgrounds, north of Auckland.

The display sheds, swap and trade sites, and the chance to see hundreds of polished and primed classics, V8s and hot rods, and great bikes, will remain the heart of the show, but each year organizers also ring in the changes.

This year, they have allocated more space for classic car and caravan combos, which instantly evoke holiday nostalgia and have even made caravans cool again.

Also new is the Pedal Car Race and Inflatable Race — that is, a foot race wearing inflatables. There's also a host of regular sideshows, including a display of drag racers, a retro fashion pageant, a best beard competition, the Strongman Comp, a cartoonist and airbrush artist at work, the Retro-O-Rama Market, a prize-giving on Sunday for the various events, the People's Choice award for best car, and of course, great live music and great food.

Show cars and drivers will get in free, passengers will pay \$15 a head, while normal entry is \$20. The event regularly brings together the best in cult car culture, and usually attracts around 30,000 over the two days. Organizers advise people travelling from Auckland to turn off the main highway early at Taupaki Road, before Kumeu village, to help reduce the usual traffic jam in the middle of Kumeu.

To book a trade site, visit [kumeuhotrodfestival.co.nz](http://kumeuhotrodfestival.co.nz) or email [inquiries@kumeuhotrodfestival.co.nz](mailto:inquiries@kumeuhotrodfestival.co.nz).

## NEW ZEALAND CLASSIC CAR MAGAZINE ELLERSLIE CLASSIC CAR SHOW 2020

Fords to Ferraris, Rileys to Rolls-Royces, they'll all be back at Ellerslie Racecourse in Auckland for the weekend of 8–9 February and the annual classic car show.

The Auckland MG Car Club won the first club title at the first Auckland Classic Car Show back in 1972, and it is back as the 2020 host club having won the club premier concours last year. Planning has been under way for almost a year for what will surely be another very successful show.

Saturday events will kick off at the racecourse at 8.30am, when the Saturday tours will begin. Each tour is capped at 25 cars and there are four tours around the

Auckland area to choose from. Check out the website for the details.

Sunday is the club display competition. The MG club has chosen a carnival theme and without a doubt there'll be various classic cars swinging from a trapeze somewhere there.

Thousands of spectators will arrive to see the country's biggest line-up of world-class classic cars. From Allards to Alvis, Zephyrs to Isettas, more than 70 clubs will be represented. Various dealerships and associated industries will also be there, as will thousands of spectators and thousands of cars for the 49th annual Classic Car Show, for which this magazine is proud to be the naming sponsor.





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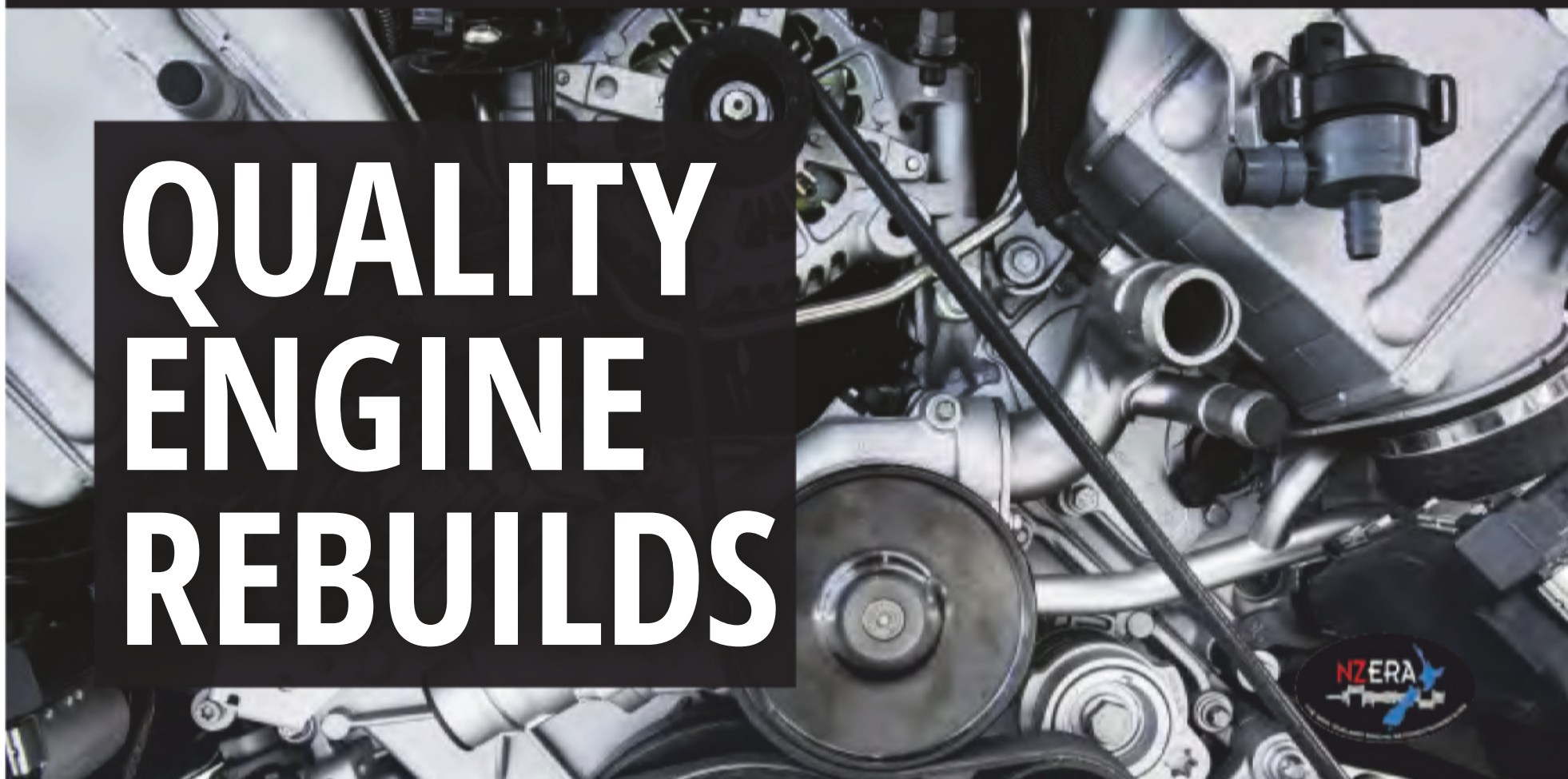


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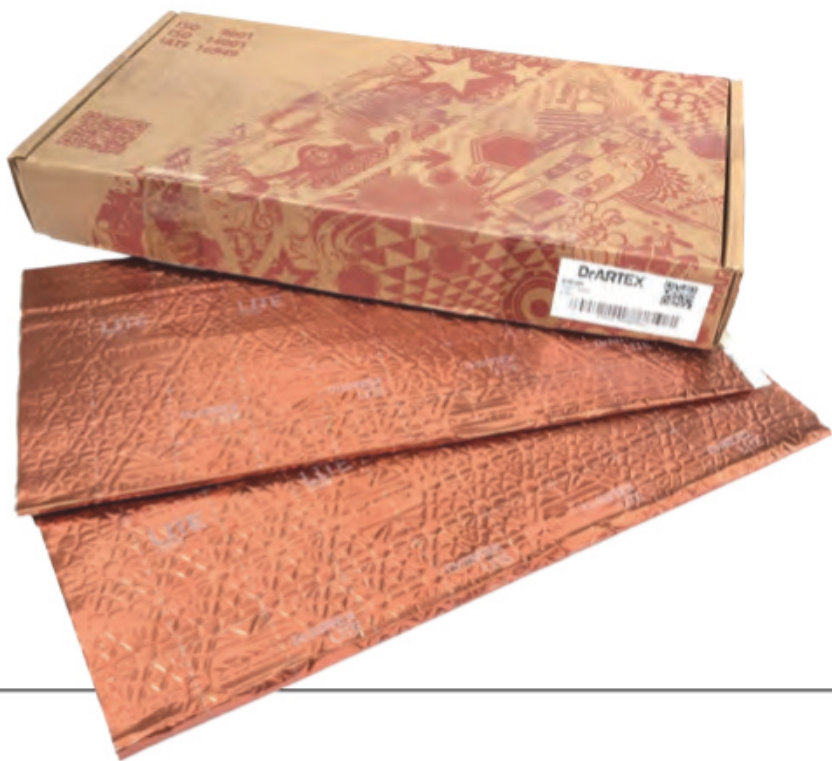




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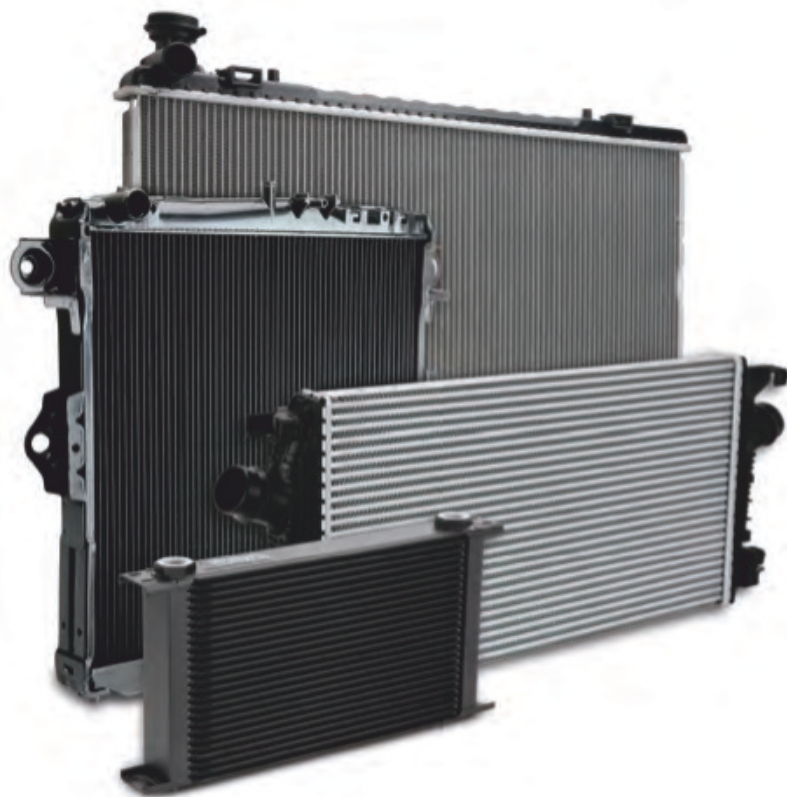
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TARGA TALES

1982 Isuzu Gemini ZXT







# A TARGA TALE

## ISUZU GEMINI ZZT

PADDY O'DONNELL AND LEWIS GARDNER BUCKLE UP IN  
THEIR ISUZU GEMINI ZZT FOR SOME INTENSE TARGA ACTION

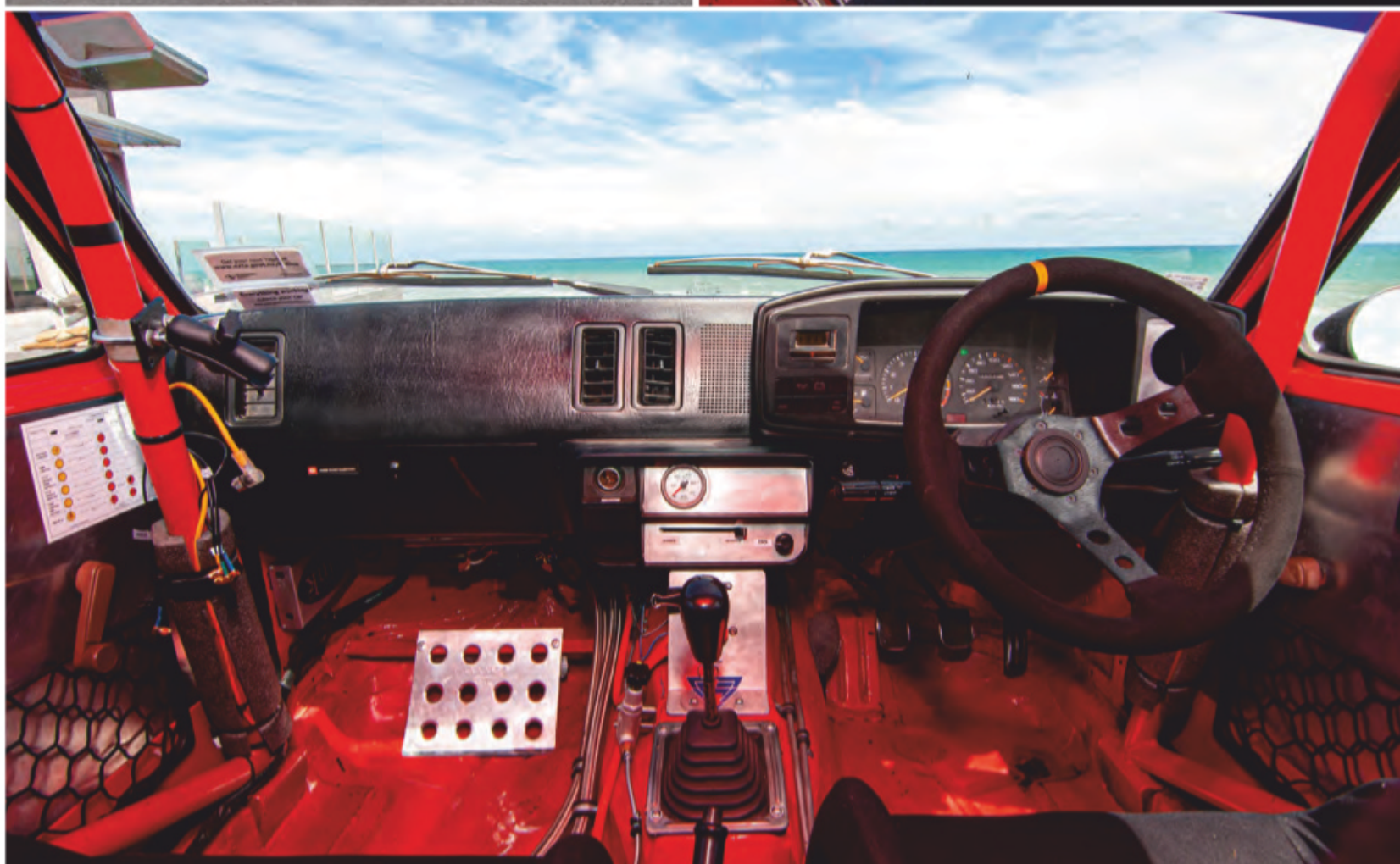
Words: Lewis Gardner Photos: Lewis Gardner, Pro Shotz

**P**ut balaclava on, put Hans device on, put helmet on, attach Hans device to helmet. Climb into the car through the roll cage, get comfy, insert headphone jack into the helmet, suck in the gut, attach both of the harness straps over your legs, release gut, pull the (untwisted) shoulder straps over the Hans device, making sure they are in the grooves, attach, tighten, tighten, tighten.

This is the ritual that all drivers and co-drivers have to go through when preparing to race. However, things are different when you are the co-driver, because it's at that point that your life is now in the hands of the person next

to you. You do your part in providing instruction regarding cautions and turns, etc., but ultimately you are now strapped to a four-wheeled rocket controlled by the two hands and two feet of the driver. As the co-driver of the 1982 Isuzu Gemini ZZT for the past two Targa rallies, I know that I am by no means the first person to sit on that side of the car and part ways with any sense of physical safety and prepare for a fast ride. 'Betty', as she is affectionately known by Team Masterbuilt, has been racing around the roads and tracks of New Zealand since 1983. She was one of only three Isuzu ZZT-model Geminis fitted with a twin-cam, Bosch fuel-injected 1800 engine ever brought into New Zealand.





## Racing pedigree

She started her racing career as a Group A saloon car and has participated in many international and national race series, including the Rothman and Targa rallies. It's fair to say that there are not many original parts left on the Gemini. But there is a long list of people who regret selling it and who also have many wonderful stories to share about their achievements and memories of the car. We'll get to these in a moment.

The achievements haven't stopped for the plucky Gemini. It was the current owner and driver Paddy O'Donnell, along with myself (Lewis Gardner) as co-driver, and Garth McGregor as service crew, who took first place in the Group A 2WD Classic category at Targa Hawkes Bay 2019. With that win under our belts, it was time to prepare for the main event: the Targa New Zealand 2019. However, we were not prepared for what was going to happen!

## Smokey end

Betty underwent a few modifications, both in and out of the car. After a testing day, she was set and looking good. As for the Team Masterbuilt, Garth McGregor decided that he was done being service crew and got back into the driving seat of his XU-1 Torana. They ran well and made it to the end despite a gearbox problem. With Garth occupied, in stepped the Swiss Army knife of fathers-in-law, Theo Huijs, as well as the very talented Blair Gray from Kooter Motorsport in Whanganui. Everything was going great with the registry and scrutineering, right up until the point that it sounded like we were running on three cylinders. This continued to plague us at 8am the next day as we lined up to the starting line, leaving a thick cloud of what appeared to be burning oil wafting through the paddock. The problems seemed to fade after the car had a chance to stretch its legs on the first stage.





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PHOTO : PROSHOTZ PHOTOGRAPHY - 1957 MGA

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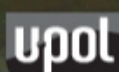
**Entry:** "Super Early Bird" discount entry fee is available until 16 December 2019 for VCC members in VCC eligible, road-legal cars (30+ years old), with a VIC (Vehicle Identity Card), and minimum third-party insurance. ("Early Bird" discount entry fee is also available to VCC members from 17 December 2019 to 31 January 2020). No special car modifications (roll cage etc), are required.

Refer [www.vcc.org.nz](http://www.vcc.org.nz) "National Events" for details.  
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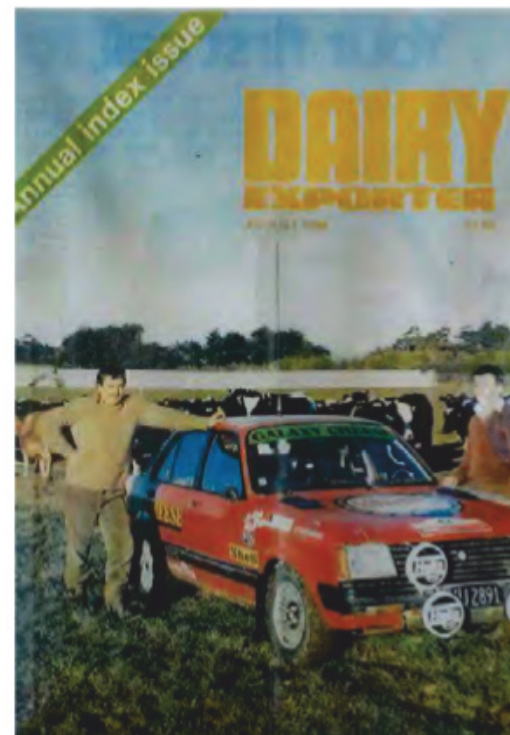
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She started her racing career as a Group A saloon car and has participated in many international and national race series, including the Rothman and Targa rallies



But just about a third of the way into stage two, things went incredibly wrong! Smoke through the vents, loss of power, and we were in trouble. A quick call was made to the service crew. They were there in a jiffy, and with the car tied down tight on the trailer we embarked on the three-and-a-half-hour drive back to Whanganui. It was a journey full of woe, self-pity, and brainstorming, but what never faded was our determination to get back into the race. We all had thoughts about calling it a day, but no one ever said it aloud, so the grit and pure willpower continued on. We went straight to Kooter Motorsport, bypassing our homes, and worked well into the night. We discovered that a blown main bearing, destroyed con rod, and damaged crank were the causes of our nightmare.

### Back and running

Due to some monumental efforts by the team at Roy Eaton Motors, the engine was rebuilt and ready to go back in the car within the day! This meant that, as 8.30pm came along, we were back at Kooter Motorsport, ready to breathe life back into Betty. The plan was to then take the

overnight journey to New Plymouth and grab a few hours of sleep in our unoccupied Airbnb.

It was now 1am, and things had not gone smoothly, but the engine was in and secure. By this point hopes and enthusiasm were starting to falter but we continued on.

Then 3.30am rolled along, and we saw Blair throw down a spanner. We were done. There was no way of getting to the starting line in time, and it would have been unsafe to do so. Wounds had been sustained but the determination (while battered) still lived on.

By 8am, and the car was on its way to Palmerston North for an engine-control unit (ECU) remapping and a go on the dyno. Eureka! The team scrambled and the tenacious Gemini was back and running for the last two sections of the day. What this ultimately meant was that we were able to drive into Whanganui with heads held high. We had battled the odds and we drove into our home town with our understanding and neglected wives waiting to congratulate us for making it. I am pleased to say that that was the end of the serious problems; a little bit of gearbox oil to stop it from jumping out of third was as bad as it got.





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The Gemini became so recognizable around the race events of New Zealand that she went on to gain Galaxy cheese sponsorship and have this as part of her livery, and she also shared a racetrack with legends Peter Brock and Allan Grice



The Targa was not without woes for other drivers. On the last two days, an Impreza rolled several times down an embankment and a BMW landed on its head. But altogether the event was run by a great team at Ultimate Rally Group, with Peter Martin being the ever-present and energetic ringleader. Camaraderie had been truly cemented among teammates and fellow competitors, so an upbeat vibe was felt all around.

As for our trusty steed, Betty, you might be aware of the Holden Gemini (Australia), Opel Kadett (Europe), or Opel NM (America), but the Isuzu Gemini is a rare breed. The history of the Isuzu Gemini is one that dates back to 1983. Dennis Roderick and Glen McIntyre were the first teams to get behind the wheel and instantly achieved success in the first Nissan Mobil Wellington 500

street race by achieving first in class and sixth overall. William McNeil and Ian Schuler took over the driving in 1986 and continued to compete in various Wellington rallies and circuit races and the New Zealand Group A and Production Saloon series 1986, '87, and '88. Ian Schuler reckoned that it was the safest car he had ever driven. The Gemini became so recognizable around the race events of New Zealand that she went on to gain Galaxy cheese sponsorship and have this as part of her livery, and she also shared a racetrack with legends Peter Brock and Allan Grice.

With all that history, it is an honour to add my name to the list of co-drivers who have won a prize in Betty, and with next year in mind we aim to avoid more calamity and try for first in class once again. ■





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## MAGGIE PICKS UP HER SKIRTS AND FLIES

PAUL CLARK TAKES UP TARGA NEW ZEALAND AND DESCRIBES HOW HE FELL UNDER THE SPELL OF THIS NEW VCC FORMULA FOR CLASSIC CAR OWNERS WITH AN ITCH TO SCRATCH

Now that I have finally retired from my law practice, I have been looking at more ways I can enjoy my old cars, so it was no surprise that my imagination was fired up after reading an article in *Beaded Wheels* describing Vintage Car Club (VCC) members' first-time participation in the 2018 Targa New Zealand. The fact that the VCC cars travel the exact same route as the full-blown competition cars, a route that includes more than 800km of closed-road stages, really appealed. After contacting VCC co-ordinator Rod Corbett and receiving his enthusiastic support, I was hooked and signed up for the 2019 event.

Unlike the main Targa rally, in which the drivers go 'balls out' to complete each special stage in the shortest time, the VCC competition is a time trial. The drivers are given a target average speed for each special stage and the winner of each stage is the

driver who is closest to the target for that special stage, losing the least points. Your speed on these special stages is restricted to a relatively safe 130kph (200kph is the max allowed for the main competition cars).

To enter a car, the rules are simple; you have to be a member of the VCC; your vehicle must be more than 30 years old, roadworthy with current registration and WOF, and have third-party insurance cover — and you have to be ready to have lots of fun with like-minded people.

The schedule for the 2019 Targa rally had the cars assembling in Taupo on the Monday of Labour weekend for a car display for the public, and documentation and drivers' briefing for the drivers. The rally proper started on Tuesday and finished in Palmerston North on the following Saturday. It was scheduled to cover 2100km over the five days, 796km of that being closed-road special stages. The special stages ranged from 1km to 47km in length.



### Maggie gets the nod

Having decided to enter, the next decision was what car to take, and that was relatively easy. Out of the eligible VCC vehicles in the garage, my 1958 MGA, 'Maggie', seemed best suited for the task, having been 'subtly' modified over the 19 years of my ownership. Maggie now breathes through a worked-over cylinder head on an MGB engine bored out to 1950cc, gets along with a five-speed gearbox, and stops at the behest of front-wheel disc brakes.

Next problem was who to take as co-driver. Although I have two adult sons who would have walked over broken glass to co-drive, my first choice was my drinking mate, superb mechanic, and fellow retired mischief maker Murray McKie. He didn't stop to think before accepting the challenge.

Preparation work on Maggie started in June as Murray and I were determined that everything necessary would be completed well before the event. Our aim was to have





Out of the eligible VCC vehicles in the garage, my 1958 MGA, 'Maggie', seemed best suited for the task, having been 'subtly' modified over the 19 years of my ownership

a reliable, trouble-free car in which we could have fun, hopefully without the worry of a mechanical breakdown. I have to say Murray did a marvellous job of preparing the car, leaving me only to pour the beer or wine as required in moments of stress. Jobs planned or added to the list as the car was checked out included a motor-out exercise to swap a noisy gearbox with a reconditioned spare; a rebuild of the front suspension; the installation of a power brake booster, new master clutch, and brake

cylinders, new rear brake shoes and wheel cylinders; and a myriad of small tasks. With time running out, one job seemed to lead to another and another but Murray, to his credit, persevered with the job in hand, albeit with the occasional necessary application of his wife Patricia's calming influence.

### Boots and all

Finally, on the Sunday of Labour weekend, the day of departure dawned upon us but not without drama. We had glossed over a fact that anyone who has owned an MGA knows: the boot is only big enough for a toothbrush and a change of undies. How to pack spares, tools, clothes for a week, let alone two race suits and crash helmets? Somehow, with the boot rack pressed into service, everything was finally stowed in or about the car and in beautiful weather we got into the swing of things with some top-down motoring to Taupo. Scrutineering of the VCC vehicles at the Taupo VCC clubrooms that afternoon

gave us the opportunity to meet our fellow rallyists, mostly for the first time.

Labour Monday dawned fine and sunny and the mountains looked absolutely pristine — a good omen, as it was our ambition to drive top down for the whole event, if the weather behaved. Maggie had some great company among the 120-odd Targa cars assembled at the Great Lake Event Centre, particularly in the VCC Time Trial section. Of the 18 cars entered in the VCC event, seven were MGs. There was a sister MGA, two MGB roadsters, two MGB GTs, and one very grunty MGB GTV8. Other makes and models represented were a Triumph TR2 and Spitfire, Volvo 131, Saab 96 Sport, Alfa Romeo 1750 GTV, Volkswagen Golf, BMW E 30 Alpina, Holden Monaro, Ford Escort Mexico, and Jaguar E-Type. A Jaguar C-Type replica had mechanical issues and was a non-starter.

Tuesday, at last — the day we had been waiting for: day one of five days of pure motoring heaven. I was driving Maggie today — owner's privilege — and I was feeling both nervous and excited at the same time. The car was running really well so it was the driver that I was more worried about; never having been on this type of event before I really didn't know what to expect on the special stages. But with no time to worry any further we transited to the start of the first special stage and lined up to wait our turn. Cars were being dispatched at one-minute intervals and soon it was us at the head of the queue. Our RallySafe computer counted down the seconds and then it flashed green for go. We were off with an enthusiastic interplay between accelerator, clutch, and tyres, first corner rapidly approaching, and I was reminding myself to keep it fast but steady and smooth; use both sides of the road to get the best lines into and out of the corners; go light on the brakes; use the gears to keep the revs up; and, most important, stay on the black stuff. What a roller-coaster ride! In what seemed like no time at all, the finishing marker for the first special stage was looming and we were braking to a halt.

What a feeling — first special stage completed, Maggie and passengers intact, and no comment from my co-driver, which I took to be a pass mark for my spirited display. Bring on the next special stage! I couldn't wait. The fact that we beat the clock by several minutes, losing





So, to anyone with a suitable car and an urge to drive enthusiastically, give some thought to entering the VCC Targa class and come join us in 2020. You won't be disappointed

us heaps of points, seemed a minor detail in my excited state; it was a situation that was repeated many times over the next 30 special stages. Neither of us could resist giving Maggie her head and not worrying about the clock. The sheer pleasure of having the freedom of a closed road was clearly too tempting for even the strong willed, as we had lots of like-minded drivers at our end of the result sheet.

### Not Lewis Hamilton

That, then, was the highly enjoyable and exhilarating pattern for the next four days. Murray and I took turns at driving on alternate days. It was clearly noticeable as the miles slipped by that our driving skill was improving and our confidence increasing. This in turn added to our enjoyment and satisfaction as we both became better accustomed to the vagaries of the back-country roads and the handling limitations of Maggie's rather antiquated suspension. If the truth be known, we also now recognized and accepted the limitations of ourselves as drivers; Lewis Hamilton we are not. For the record, I think we only scared each other a couple of times. The 31 special stages covered a variety of roads, from fast sweeping corners

to slower and tighter bends, so there was something to everybody's taste. The run from Stratford to Whangamomona on the Forgotten Highway was an absolute hoot and my pick of the special stages. It had every type of road condition you could imagine, and we even had a bit of rain thrown in for good measure to make it even more challenging.

Of the VCC cars, all but one finished, earning a specially minted finishers' plate for their efforts. One of the MGs went home to Akaroa on a trailer after dropping a piston, but not before its rear axle had been donated to another MG after that MG had blown its differential and its coil had been donated to the Escort to keep that car running. On the other hand, the carnage suffered by a number of the main competition cars from accidents or mechanical issues was sobering. As the VCC cars ran straight after the competition cars, we witnessed first-hand the spectacular 'offs' some crews suffered — a not-too-subtle reminder to us to take it easy and not emulate them.

Would we do it again? Yes, is the answer for me. As Murray is already talking about entering his MGB GT in next year's Targa, I take it his answer is the same. The highlights

were many, but for Murray and me the three that really stood out were, in no particular order: the friendship and camaraderie among the VCC group and the other competitors; the absolute exhilaration of driving on closed roads knowing that you have all the road at your disposal; and Rod and Anne Corbett as VCC stewards — they were fantastic, and their friendship and organization left nothing to be desired. Just like a champion eye dog, they rounded up us VCC sheep expertly every time, ensuring we were in the right place at the right time.

Overall it was a fantastic motoring experience with the added bonus of seeing some of the beautiful parts of New Zealand that we hadn't known existed. Yes, we had the top down on Maggie from the time we left home until we returned. Yes — I couldn't help myself — I did get pinged for doing more than 130kph (I was doing 135kph) on a special stage. And finally, yes, Maggie behaved herself, even when picking up her skirts, as a well-bred lady should.

So, to anyone with a suitable car and an urge to drive enthusiastically, give some thought to entering the VCC Targa class and come join us in 2020. You won't be disappointed. ■





IF YOU ARE EVER OFFERED THE NAVIGATOR'S SEAT FOR A TARGA VCC TIME TRIAL, TAKE IT, IS THE ARDENT ADVICE OF FIRST-TIME NAVIGATOR GED (GERALDINE) HAACK

**M**y husband Jon has yearned to be involved in a Targa rally but always thought it beyond reach. I'm an armchair enthusiast, having watched years of Targa, World Rally Championship, and any other stage rallying I could lay my eyes on.

At a Ruapuna race meeting Jon had a chance meeting with Rod Corbett, who introduced the idea that the new Targa Vintage Car Club (VCC) Time Trial category would be a perfect event to enter with the 1970 Triumph Spitfire.

Jon did all the car prep and enrolment and handed me the invoices to pay. With every payment, my excitement grew. At last, I was going to be out of the armchair and participating.

On arriving in Taupo for scrutineering we were greeted by Rod and Anne Corbett, who nursed us through this process, and the five days of the rally. I considered them to be our camp mother and father. We will be eternally grateful for their tireless attention to detail that ensured a safe and enjoyable event.

Other than safety and compliance, I had little interest in the nitty-gritty of what was involved. I was eager to get the rally signage on the car,

the briefing done, and head for the closed roads at pace. I was so blinkered in this vision that the finer detail, or even the main idea, of what the Time Trial stood for eluded me.

Days one and two in the Triumph Spitfire had a definite theme to them. Jon as driver was responsible for safety and not breaking the car. I was in charge of instructions, most of which were "Go faster!" or "Hang the tail out on this corner!" No room for the 'fun police' in this two-seater. If there was a prize for demerit points, we were in contention. Turns out there were plenty of other teams also competing for this glory and having immense fun doing so.

By the end of day two I had started to get a little intrigued as to how this demerit-point thing worked. I listened to the more experienced, who were totally open and willing to share how they achieved good results. Out came the calculator and scraps of paper, and with those came late nights calculating the time/distance/speed for each stage.

Day three driving was spent noting our driving and navigating and analysing how it translated into demerits.

Day four we put into practice what we had learned and even managed to win one

stage and score second in two others. Very satisfying, having learned new skills.

Would I do it again, and why? Yes, in a heartbeat! The VCC Time Trial has been established in such a way as to be inclusive. Even those who had the misfortune of their cars breaking down were welcome to carry on in an alternative vehicle, be it vintage or not.

The support for Race4Life and local communities by the Targa family was extraordinary. The generosity of Mark Errington and Peter Cameron in allowing their car to be used for donor parts, enabling those poor souls who had breakdowns to continue in original cars was inspirational. The fun of Fraser and Daniel aka 'The Beach Boys' kept me smiling. The discipline and sportsmanship of the winners, Russell Yates and his daughter Alise Inger, was beyond reproach. There is so much more that could be written but I really think it best that you go online, fill in the entry form, and prep your car, so you can come and experience this amazing event for yourself.

Lastly, a huge thank you to my driver / husband / best friend Jon for taking me on this adventure.

Roll on Northland Targa 2020. See you there! ■



# WHEN HISTORY REPEATS

Words: Martin Hansson Photos: Aaron Mai

Oh, the nostalgia of bygone days. You could tell a rally driver by the fearless glint in his eye, his hairstyle, and the age-old gestures. As the mid '70s dawned, rallying began to embark on its golden age; spanning the globe, tinged with a romantic glamour, and cars that matched the movie-star styling the sport had started to gather. The '70s and '80s era of the sport became folklore: the cars, the personalities, the romance — and unforgettably, the danger — made rallying bigger than Formula 1.

Following the Alpine era, the Lancia Stratos, and cars like it, which began life as a simple stylistic exercise on the theme of a primeval wedge, turned into a fully fledged beast dominating the sport. This was when the term 'specially developed' was introduced to rallying. The wedge with a Ferrari engine was no prima donna, either, winning at the hands of Markku Alén and Björn Waldegård in almost every rally except the Safari. It paved the way for the '80s era and the insane killer Bs. Anyone fortunate enough to remember the classic era will fondly recall experiences of standing stage-side in the dark waiting for the howl of BDA Escorts and Fiat 131s. The short yet blinding glimpse of spotlights, followed by the red tail lights disappearing into the distance, is an era that is now long forgotten in the modern world. Luckily for fans, there is one event that once again brings the classic excitement, glamour, and romance of the sport back.

Rallylegend celebrates the bygone era that made the sport infamous. The cars that took rallying to the brink are now unleashed on the tarmac ribbons of San Marino, Italy, every year in a celebration of everything rally. The poster children of rallying converge for five days each year for three days of tarmac rally action. Lancia, Peugeot, Audi, Opel, Fiat, Ferrari, and Ford are among the legends that are brought out to play. The old medieval cobbled roads of San Marino are almost identical in every way to the stages that superstars such as Ari Vatanen, Walter Röhrl, and Alén threaded these cars down in anger. Fans can once again witness the icons'







Legendary euros battle it out





Two very different Lancias and Fiat's winning 131



rally cars belching flames as their 450kW engines and turbochargers whistle incessantly. Inside the cockpit, a ballet of brutality is played out on their pedals while the co-drivers fire notes off like a semi-automatic machine gun.

For fans, being able to get up close and personal with their heroes that were outlawed long ago is a special experience in itself. Year in and year out, names such as Markku Alén, Miki Biasion, and Juha Kankkunen, that haven't seen spotted on time sheets for a long time, reappear. For these greats, it is a truly special experience to be reacquainted with their cars without the pressure of putting their life on the line. Markku remembers vividly what it was like driving in 1986.

"It was a long time ago, but I still remember," he says. "All the time, you were wondering when would be your next accident, and death was always in the back of our minds as we started each stage."

Rallylegend treats both drivers and fans to three stages per day, with two held in the daylight, and one in the inky darkness of the Italian night — just the way real rallying used to be, if you ask anyone of the old-school era. However, unlike that era, those driving in Rallylegend seem to forget totally about the stopwatch. It isn't about how fast you complete your special stages; it is about showboating, and driving the whole strip of tarmac with a big grin on your face. The schedules are more relaxed, allowing the fans to

mix with the machines, and really give the entire event a more sedate, relaxed feel — until the cars spool up on the start line, anyway.

Modern rallying is a very different beast to how it was in the '80s, with drivers facing a whole different range of challenges. Peering into the crude cockpit of the Lancia S4, where the crew sat on seats bolted to the top of fuel tanks, and a thin sheet of aluminium separated the crew from the hot engine bolted behind their back, makes you appreciate what drivers of that era went through. A modern tarmac rally usually consists of 350km of special stages, unlike the 1985 Corsica event where crews tackled 1047km in anger. The '80s is an era that will forever be remembered in a romantic sense as man and machine at the ragged edge of almost superhuman ability. For others, it is the aura of death and danger that lingers in their memory. Either way, the Group B era will forever hold a special place in the hearts of rally fans.

While the time when development moved faster than red tape, safety was secondary, and blind faith was what piloted the cars down each special stage, has well and truly passed, Rallylegend has brought back the best, and worst, of rallying for all the best reasons. The legends who drove, and were driven, come together to celebrate and toast the darkest yet brightest and most incredible days that the sport of rallying has ever seen. ■





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# NATIONWIDE EVENTS

Classic events from around New Zealand



Kiwi Mini owners gather for a weekend of fun in Tauranga

Words and photos: Josh Kelly



Cliff Road car park, only a block away from the hotel. The 10 classes had attracted all manner of Minis, ranging from the Mk1 Cooper S to daily-drivers, brand-new BMW Minis, and even very rare and special cars. The ever-popular Rocker Cover Racing featured again, providing lots of laughs with plenty of well-decorated rocker covers.

The Navigation Trial was held on Saturday afternoon. The format for this year was different to previous Nationals as it was organized as a 'scatter run': participants were given a map of the Tauranga area showing numbered locations and a list of clues. The goal was to obtain as many points as possible within two-and-a-half hours by visiting the various locations. GPS definitely helped!



Locations furthest away gained more points. All afternoon there were Minis heading in every direction, trying to obtain as many points as possible.

On Saturday night, the Mini 60th Birthday

At Labour weekend, 25–27 October, Minis from throughout New Zealand converged on Hotel Armitage, Tauranga, for the 25th Mini Nationals, hosted by Tauranga Mini Owners Club, Inc. The car park had a wash bay set up specifically for Minis and plenty of owners took advantage of it to get their cars prepared for the Show and Shine.

Registration and socializing took place at the hotel on Friday night. This was also an opportunity to view Denny Hulme's 1960 Mini, which was on loan from the Hulme family and on display in the hotel lobby. Minis taking part in Sunday's Hillclimb were scrutineered at PF Automotive.

On Saturday morning 224 Minis entered into the Show and Shine, a record for the Nationals! The show was held at the







Party was held for the car. It featured a very tricky Mini-knowledge quiz and an amazing Mini-shaped cake.

Sunday morning saw two different events. For the racers there was the aforementioned Hillclimb organized by Motorsport Bay of Plenty. The event wasn't exclusive to Minis, but 22 Minis took part in classes dependent on their cc rating. A number were purpose-built race cars. For the ones that didn't race there was the Funkhana, a light-hearted competition involving a driver- and passenger-completed tasks that required driver skill, teamwork, and definitely a sense of humour! There were four tasks in total, which all looked a lot easier than they were.

On Sunday afternoon, the cars regrouped for a regional tour. As so many cars were taking part, the tour was split into two groups. Its traversed many great Mini roads and some of the landmarks for which the Tauranga area is famous. The day rounded out with a prize-giving dinner, which, as always, was a fun evening.

On Monday and Tuesday, after most participants had left, those remaining got opportunity for a couple of extra 'stay in the Bay' runs, taking in more of the region.

The 26th New Zealand Mini Nationals will be hosted by the Canterbury Mini Car Club in Christchurch on 23–26 October 2020.



## CLASSIC AS – CLASSIC CARS

Words and photos: Christopher Moor

Wellington Museum presented Classic as — Classic Cars under the sails on Queens Wharf on Sunday, 3 November, in the first display of classics in the Wellington CBD for two years.

Joining the vintage and classic cars were a fire engine, pickup trucks, a caravan, and a few motorbikes. The 40-odd vehicles parked up fitted the compact exhibition area nicely, and allowed plenty of room for admiring and reminiscing.

While the contortions of spectators taking photos with mobile phones and cameras were to be expected, this was the first time in more than 10 years of writing car show reports that I have seen an artist sketching a car. The detail of a 1953 Armstrong Siddeley Sapphire was recorded on paper.

The light from the sunny spring day favoured the artist and those snapping away. A 1918 Essex Phaeton would have been the oldest car they captured, while the newest

would have been a 1984 Mitsubishi Starion. The Essex was one of the few soft-tops shown without its hood down.

Many thought the day's star turn was a 1974 BMW 2002 Tii, with mirror-like, brilliant yellow paint. People swarmed for a closer look. A conversation point about this gorgeous German was its Tii registration plates.

My surprise of the day was seeing a 1957 Austin A95 Westminster saloon, a model I don't remember seeing on the roads for at least 20 years. Another car from the era was a 1959 Humber 80, which I had seen the day before on a run with the Wellington Vintage Car Club.

Those exhibiting their cars told me there were no prizes for the cars as far as they knew. For them, it was an enjoyable outing, as it was for those who visited. I would like to see the Wellington Museum make this an annual spring event to bring more people into the CBD on a Sunday.



## NATIONWIDE EVENTS

Classic events from around New Zealand



# CLASSICS TAKE THE FIELD UNDER SUNNY SKIES

Words and photos: Steve Ritchie

The Thoroughbred and Classic Car owners Club (TACCOC) Spring Classic racing event was held under sunny skies at Pukekohe Park Raceway on Sunday, 3 November. The card was as follows: Historic Racing Cars (HRC): Formula Ford, Formula Junior, and sports cars; Arrow Wheels: faster European Racing Classics (ERC) cars; PPG Classic Trial; Historic Muscle Cars (HMC) and Historic Saloon Cars; AES Tradezone: not-so-fast ERC cars; and Historic Sports Sedans. Each class was on track for three races of eight laps, with the exception of the Classic Trial, which had three 15-minute sessions.

The day was largely without incident, with most drivers behaving themselves and very few mechanical breakdowns.

Several new cars entered the fold for this season, including Dale Mathers' newly refurbished Penske replica Camaro. The

event was essentially a testing and tuning session for the car. Some may remember Bob Hyslop's 1984 Mazda RX-7 from the past. What initially caught our attention was the huge amount of flames thrown out the exhaust when Bob downshifted. When we tracked him down in the pits, he said this was the first time in more than 16 years that he had raced the Mazda at a full race day. The car is in the original state in which he raced it all those years ago and does require a bit of a tune-up.

Racing kicked off around 10.30am with the 24 HRC cars lined up on the grid. The first race was won by Gavin Aleksich driving a 1986 Mondiale M86S Formula Ford. He started off second on the grid and despite losing a few places during the early stages soon caught up and took the lead on lap seven. Having won the first race Aleksich started the second race on pole. Although he lost a place on lap one to Peter Boel he passed him again on lap five to take the chequered

flag. The third race was a different story, however, when he once again lost places at the start but was never able to regain them and finished third. Peter Boel in a 1966 Lotus Mk41C went on to win their final race.

A class made specifically for European classics, Arrow Wheels features the faster of these. George Adams in his TVR Tuscan Challenge was unbeatable in the first race. Having started first, he enjoyed a clear road ahead apart from a brief moment when he lost a place to Phil Laird. Race two, a handicap race, wasn't so good to Adams; the TVR started to experience overheating problems and rather than push on Adams thought it best to retire to sort out the issue. The race was won by Bryan Collins, who was behind the wheel of a 2003 Alfa 147 GTA. The final Arrow Wheels race was won by Simon Mills, who navigated his 1982 Alfasud Ti to the chequered flag first having stayed in the lead throughout the whole race.

The slower ERC cars, which are the





five he was in the lead to win the race and this round.

The Classic Trial is open to any race car. Participants are without the on-track competition as they are trying to lap the circuit as close as possible to their own nominated time in qualifying. The 'races' are 15 minutes long and have all the cars on the circuit at the same time. Winning that feat for the weekend was Russell Goodwin in a 1972 Ford Escort Mk2, with an average score of 0.49 of a second close to his nominated lap time.

The final race of the day was for Historic Sports Sedans. This class features sports sedans from the late '60s to the mid '80s. Roger Williams in a 1975 Chevy Monza led races one and two from start to finish, the first three cars remaining in their respective start positions throughout race one. Race three, with minimal overtaking, saw second-placed-starter Bob Hyslop in the flamethrower RX-7 take the lead on lap seven when David Metford failed to finish.

After a full day of racing in the hot sunshine, the drivers enjoyed a cold beverage while telling tales and discussing racing lines.



AES Tradezone group, had Ken Northin starting fifth but slowly making his way into the lead to win the first race. The second race, being a handicap, had lots of overtaking throughout due to the staggered start, which sees the last few laps get very tight. It was Ken Williams with the trusty Mercedes 280 CE who managed to win. Race three, another handicap, saw Peter Northin, who started in 17th place, navigate through the field to take first place on the final lap when he passed Rob Macready for the lead.

Built to period specifications, the HMC class is always a crowd favourite with the cars' replica team paintwork and noisy V8s rumbling away. All three races were won by Glenn Allingham, who was driving a black 1970 Camaro. Allingham led the first race from start to finish, while his lower start position of ninth in race two, which was a rolling start, saw him having to power his way through the field to the front. Race three had Allingham starting in eighth; by lap



# NATIONWIDE EVENTS

Classic events from around New Zealand



## LADIES' CHOICE

Words and photos: Jacqui Madelin

Having to roll-start my car down the driveway wasn't perhaps the most auspicious start to the recent North Shore Vintage Car Club (VCC) Ladies Day, but with an assortment of classics from a wide range of decades already lined up, I anticipated an interesting introduction to other female owners/drivers.

By the time I'd admired a few of the cars — the 1965 Ford Zodiac, 1959 Nash Metropolitan, the 1940s Mercury, and more — I'd discovered that most ladies had brought a chauffeur. There were fewer rough and tough gals piloting their own course through this blokey classic car world than I'd hoped. It was explained that the 'ladies' portion allowed the ladies to choose our destinations, two fabulous privately owned gardens in the rolling hills

northwest of Auckland, though apparently a vintage Vauxhall collection also awaited us at garden number two.

The first part of the official route cut through Albany's urban sprawl, so Catherine, in the 1929 de Soto K, suggested I follow as she picked a very meandering and more open route to destination one. After all, she knew the area, and my canine companion is a non-driver, and illiterate, so no use even at navigating.

What fabulous roads there are up there, quiet and undulating and verdantly green, a fit introduction to the sort of gardens that could convert the most ardent concrete-ophile, accessed by the sort of driveway that simply begs to be fringed by assorted classics.

Having admired both gardens and cars it

was time for location two, this time following Richard and Angela and the 1928 Austin Light 16 Clifton Tourer, which took a gravel short cut, to arrive just as the convoy of more recent classics turned in from the opposite direction.

This garden was as spectacular, the classic Vauxhalls — my fave a 1935 Vauxhall DX Stratford Ventura — winking in the sun a perfect counterpoint to the roses, but it was the Vauxhall dragon that most drew the eye, welded from automotive parts and guarding the garage from all comers.

The VCC is open to anyone with an interest in cars older than 30, and there's nothing quite like admiring such a broad array of classics from amid a convoy of them. See you next time?



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## NATIONWIDE EVENTS

Classic events from around New Zealand



# MOPARS IN THE SOUTH 2019

Words and photos: Quinton Taylor

about weekend is the opportunity for Chrysler enthusiasts in the South Island to gather together to talk Mopars and generally have a good time.

MoPars in the South is held in a different South Island venue each year, and this time it was the turn of Invercargill to host the event.

In total, 144 Mopars were on show, and 350 people registered to attend a great weekend of activities and cruising.

Spokesperson John Kerse told us, "We had cars from as far afield as Auckland, with a total of 11 cars from the North Island. Two entrants who have cars based in New Zealand came from Brisbane for the weekend."

Sunday turned out cool and fine for the public display, a Show and Shine at St Theresa's School in north Invercargill. A great variety of cars was packed into the school's sports area. Fortunately, most attendees managed a good look at the cars before a big downpour shortened the event and owners ran to close up the windows of their cars!

Formed in 2012, the group now has 1598 members. If you are interested, join its Facebook page.







## PRIZE WINNERS

### Principal's Choice

New school: Peter Smith, Greymouth, 1999 Plymouth Prowler

Old School: Mark Coleman, Kumeu, 1960 Chrysler 300F

### Boys' Choice

Dan Pearce, Invercargill, 1971 VG Valiant ute

### Girls' Choice

Grant Dunstan, Gore, 1959 Dodge Kingsway

### Sunday Evening Prizes

Teretonga

Matthew Watson, Riverton, 1970 VG Valiant —

Spun Off Track

Tony Burns, 2012 Dodge Challenger — Best Take Off at Start Line

Special awards from Becky's Bloomers (not car related)

### Most Organised

Mike and Helen Geddes, Dunedin

### Top Bloke

Shaun, Nelson

### Best Dressed Couple

Tony and Alison, Rangiora

### Booby Passport Prize

Benny England, Brisbane — partner went to do the online check in the night before only to find that Benny's passport had expired! Got an urgent passport and arrived in New Zealand three days later

### Appreciation

John and Sandra Kerse, Motueka — for administrating MoPars in the South

### Furthest Travelled

Keith and Lianne Eastell, Waimauku, 1967 Plymouth Satellite

### HardLuck Award

Will Harvey, Mosgiel, 1973 VH Valiant — bonnet blew up



# CANTERBURY ALL BRITISH DAY

Words and photos: Trevor Stanley-Joblin

Colin Hey started the Canterbury All-British Day back in 1988 after I mentioned to him that most cities and small towns across the Tasman had been running such events for decades. That was 32 years ago and Colin is still at the helm.

Starting from the Vintage Car Club (VCC) grounds at Cutler Park, Harewood, in Christchurch, the 2019 All British Day was held in overcast but not cold weather on 10 October.

The 121 entrants had the choice of three routes as they paid their \$10 entry fee on exiting the grounds. My wife and I chose the long route, taking us over the spectacular Waimakariri Gorge bridge then on to the small high-country town of Oxford, home of the world famous in New Zealand Sheffield pie shop.

Driving our granddaughter Sophie's 'future classic' immaculate one-lady-owner red 1992 Ford Festiva four-door hatch, we travelled Colin's easy to follow Blue Route sheet, our destination was the domain at the picturesque village of Ohoka.

The route took us through Cust, famous for its motorcycle street races in the late '40s to early '60s — the event is immortalized in the little Cust Museum. My late brother-

in-law, Dene Hollier, competed there, going on to race at the Isle of Man on a 500 Manx Norton.

One particular vehicle attracting attention on the run was the black Morris Oxford taxi of Greg and Karen Price, while a courageous gentleman rode his chosen route on a beautifully restored, better-than-new, early '50s moped. Electric-assist e-bikes are coming into fashion, but prior to this you didn't always have to pedal; his powered cycle is a classic example of that still very good idea.

## RESULTS

### Route one

First: Linda White, 1973 Morris Mini

Second: S. Turnbull, 1983 Ford Cortina

Third: Malcolm and Anita McGibbon, 1948 Jaguar Mark 4

### Route two

First: Simon Ramsay, 1939 Austin Ten

Second: Paul Richardson, 1963 Wolseley 6/110

Third: Dan Gerraty, 1976 Austin Mini

### Route three (long route)

First: (Suppressed name) 1956 Morris Minor

Second: Brian Reid, 1968 Riley Elf

Third: Gary Cook, 1974 Triumph Stag

### People's Choice, Best of British Trophy

Winner: Steve and Pauline Prescott, 1956 Vauxhall Velox

Runner up: Stuart Manson, Mini Cooper Sport 500





## NATIONWIDE EVENTS

Classic events from around New Zealand



### TAUPO HISTORIC GP

Bruce McLaren Motorsport Park  
18–19 January

Photos: Jim Lester, TWINCAMera Photography – Images of speed – twincamera@outlook.co.nz

The Taupo Historic GP has been expanded and the 2020 event will be a chance to see some of the great racing cars of the past again being used as intended — no half-hearted display but proper pukka racing, across a number of categories.

Formula 5000s, the big five-litre stock block V8 single-seater formula of 50 years ago, Historic Muscle Cars, and Historic Saloon Cars from the same era will be shouting the house down with roaring V8s and screaming high-revving racing engines. The Formula 5000 grid will be boosted with four or five British entries

as well as a couple from Australia, here to race against the strong local contingent. Beautiful Formula Juniors and Sports racing cars, historic Formula Fords, and the wild All-comer sports sedans will also be strutting their stuff.

This time the gathering of historic cars will be celebrating the marque Alfa Romeo. In addition to a collection of racing Alfas, the incredibly rare and valuable Alfa Romeo 1750 Gran Sport Supercharger from Southward Car Museum will be on display.

Go to [brucemclarenmotorsportpark.com](http://brucemclarenmotorsportpark.com) to find out more.



## EVENTS DIARY

### 4–5 January

HRC Tasman Revival Meeting  
Bruce McLaren Motorsport Park  
Taupo

### 12 January

Coffee and Cars  
Mount Maunganui Sports Centre  
Mount Maunganui

### 12 January

Coffee & Cars  
Southward Motor Museum  
Paraparaumu

### 18 January

All Aussie Day  
Manfeild  
Feilding

### 18–19 January

Taupo Historic GP  
Bruce McLaren Motorsport Park  
Taupo

### 23–26 January

Cruise Martinborough  
Martinborough

### 24–25 January

Thunder Down Under  
Timaru International Motor Raceway  
Timaru

### 24–26 January

MotorSport New Zealand Championship,  
Round Three  
Teretonga Park  
Invercargill

### 25–26 January

Tasman Revival  
Hampton Downs Motorsport Park  
Te Kauwhata

### 26 January

Caffeine & Classics  
Smales Farm  
Takapuna, Auckland

### 26 January

Caffeine & Gasoline  
Hampton Downs Motorsport Park  
Te Kauwhata

### 31 January–2 February

Denny Hulme Memorial Trophy  
Hampton Downs Motorsport Park  
Te Kauwhata

### 31 January–2 February

Skopec Classic  
Mike Pero Motorsport Park, Ruapuna  
Christchurch

### 7–9 February

Enzed Classic  
Timaru International Motor Raceway  
Timaru

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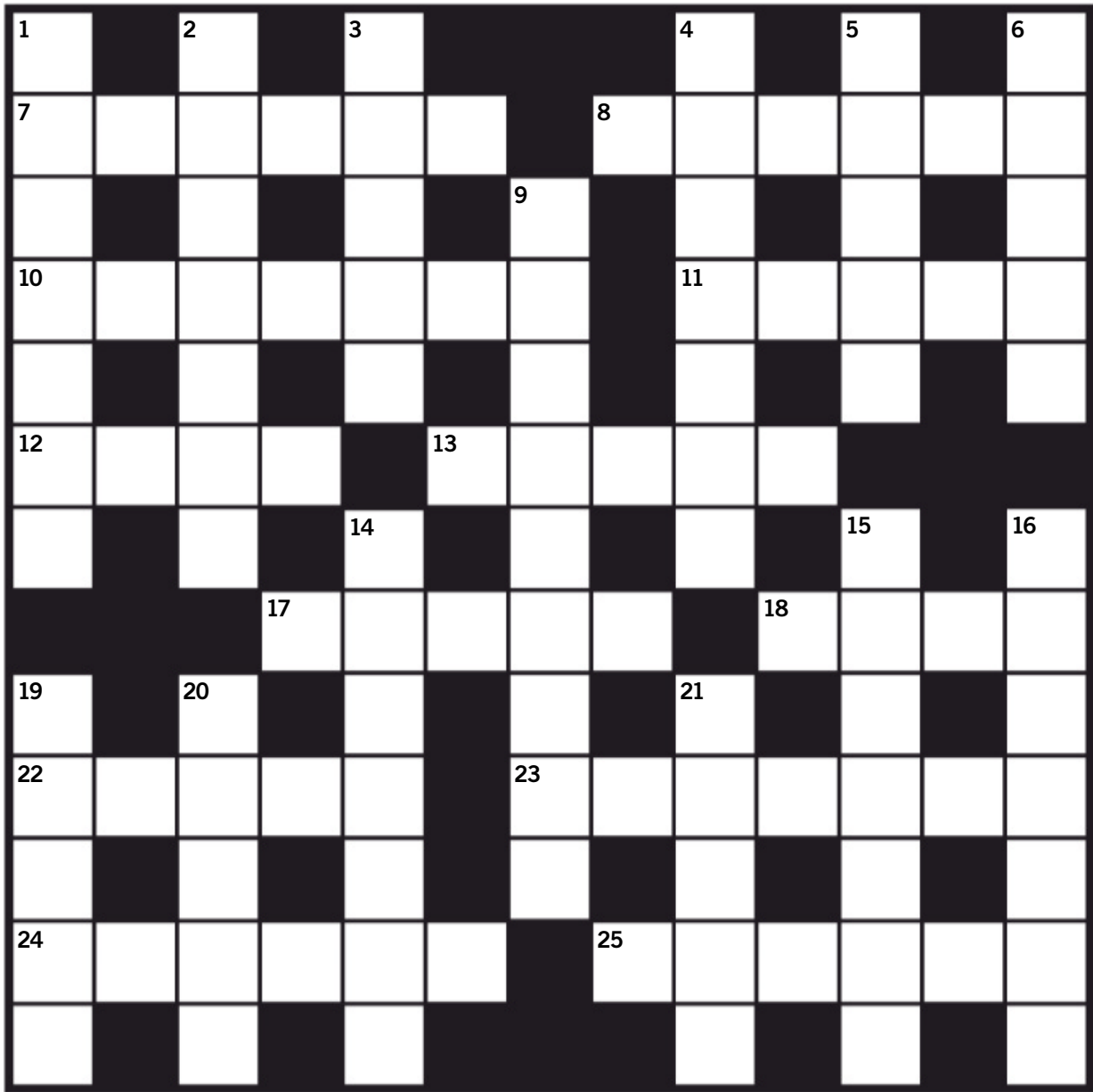
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Classic crossword



**Clues across:** 7. Bollack, ----- et Cie, or BNC, built small French cycle-cars and sporting cars in the 1920s (6) 8. British car company, active from 1906 to 1952, and after that until 1987 as a marque name, but now in Chinese ownership (6) 10. Open four- to five-seater touring body-style, popular till the early 1930s, with the bonnet line continued through to the rear of the car (7) 11. Italian stylist/coachbuilder, working at Ghia from 1944, under his own name 1954–'57, and finally with Fiat's styling department (5) 12. Form of inlet valve used in two-stroke motors (4) 13. Forward-control box van built by Standard from 1958 to '63, then continued by Leyland under different model names (5) 17. Model name for several popular pre-war 900–950cc small cars (Ford, Morris, etc.) spelling out the RAC horsepower rating (5) 18. Vauxhall's popular '60s small car, introduced 50 years ago this month (4) 22. 'Cassius' was a nickname applied to this great New Zealand Formula 5000 driver in the late '60s and '70s (5) 23. Initially a model name for a successful (1950 onwards) Nash model, it was then spun off into a brand name for AMC (7) 24. Classic Maserati supercar from 1966 to '73, outselling both its Ferrari and Lamborghini marketplace rivals (6) 25. Model name shared by AMC, Wolseley, and Hudson (6)

**Clues down:** 1. Another name for body frame integral or combined body-chassis construction (7) 2. Toyota's 1978–'84 successor to the Publica small car was a popular car in New Zealand as a basic rear-wheel-drive small competition saloon (7) 3. Reliant's 1964–'73 four-wheeler rival to the Mini and Imp — it was a better car than its sales of only

2600 would lead you to believe (5) 4. UK marque, noted for sturdy touring cars, plus successful racing cars, land-speed-record cars, and aircraft engines — later under Rootes Group ownership, it was noted for 1950s and '60s rallying success (7) 5. Alternative power source, tried with limited success in the 20th century by Stanley, Locomobile, White and Doble, among others (5) 6. Model name used by Standard in 1930–'31 for a six-cylinder saloon (5) 9. Racing circuit in France, built in 1924, featuring a high-speed banked oval and several road-style circuit options (9) 14. Italian tyre manufacturer; its Cintura and Cinturato radial tyres were very popular in the classic era (7) 15. Body-styling theme popular in the mid '30s, with strong art-deco influences (7) 16. US turbocharger brand, prominent when turbos became popular in motor sport and car production from the 1970s, though the company had long been successful with aircraft and CV applications (7) 19. Model name shared by General Motors' Oldsmobile and Opel marques (5) 20. The frequently used US terminology for castor angle or offset (5) 21. Australian petrol company and service chain, remembered by enthusiasts for sponsoring the Round Australia Trials of 1956–'58, 1964, and 1970 (5)

Answers to last month's crossword

**Across:** 7. Marzal 8. Brough 10. Lagonda 11. Simca 12. Arna 13. Lecot 17. Volvo 18. Lima 22. Elite 23. Gordini 24. Avanti 25. Merlin  
**Down:** 1. Amilcar 2. Brigand 3. Magna 4. Bristol 5. Hulme 6. F-head 9. Facel Vega 14. Doretti 15. Wimille 16. Valiant 19. SEFAC 20. Milan 21. Breer

NEXT MONTH



NEW ZEALAND  
CLASSIC CAR  
PUBLISHES ITS  
350TH ISSUE  
VARIATIONS ON A THEME

We're all about great cars so what better way to celebrate our 350th issue next month than by featuring a selection of cars that also celebrates the number 350? One of them features in the picture and we have three others in mind — they are not all five-and-a-half-litre Americans, either. What would you choose? Drop a line with your picks to [editor@nzclassicar.co.nz](mailto:editor@nzclassicar.co.nz). Feel free to let us know what you would like to see featured in the magazine next year too. Compliments of the season and see you next year!

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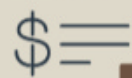
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